

Hongkong Daily Press.

ESTABLISHED 1857.

No 13,319 號政拾壹百叁千壹萬壹第 日叁十式月玖年六十二緒光 HONGKONG, THURSDAY, NOVEMBER 15TH, 1900. 肆拜禮 號伍十月壹十年百九千壹英港 香港 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

THE PUREST AND BEST CONFECTIONERY.

THE MOST TASTEFUL AND PLEASING

CHRISTMAS CARDS.

A. S. WATSON & CO., LIMITED, CONFECTIONERS.

HONGKONG DISPENSARY. ESTABLISHED A.D. 1841.

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8.30 a.m. to 9.30 a.m. Every ten minutes

9.30 a.m. to 10.45 a.m. Every quarter of an hour

11.30 a.m. to 3.30 p.m. Every quarter of an hour

3.30 p.m. to 6.30 p.m. Every quarter of an hour

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Extra Night cars at 11.30 and 11.45 p.m. SUNDAYS

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SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.

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Each bottle bears an Analyst's certificate.

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A natural and most pleasant wine to the taste.

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will bring Visitors to above, which over-

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ARABIAN PONY.

FOR SALE, a Fine-looking ARABIAN

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R. HUTTON-JONES,

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NOTICE.

We have This Day AUTHORIZED Mr.

PAUL WITKOWSKI to Sign our

Firm.

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Hongkong, 12th November, 1900.

Rolling Alloys and Billiards.

The Casino is Excellent.

J. W. OSBORNE, J. H. DOWNS,

Manager, Hongkong, 8th September, 1900.

Arrivals, Departures and other Shipping Intelligence will be found on pages 5, 6 and 7

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POLICIES UNCHALLENGEABLE.

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Hongkong, 9th November, 1899. [2-1873]

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HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and

Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from

Europe and America.

Electric Lighting in the Billiard Rooms.

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MONUMENTAL SCULPTORS.AMERICAN MARBLE.
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SCOTCH WHISKY.

A—THORNE'S BLEND, White Cap-
sule..... \$10.80B—WATSON'S GLENORCHY, MEI-
LOW BLEND, Blue Capsule, with
Name and Trade Mark 10.80C—WATSON'S ABELOUR GLEN-
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WHISKIES, Violet Capsule 14.40E—WATSON'S VERY OLD JAQUEUR
SCOTCH WHISKY, Gold Capsule 15.00THORNE'S BLEND and WATSON'S
GLENORCHY are high-class Soda Whiskies,
of greater age than most brands in the
market.ABELOUR GLENLIVET is a very old Peat
Whisky (smoky) and could not now be
replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by
leading local connoisseurs to be the best
brand in the Hongkong market.A. S. WATSON & CO.
LIMITED,
WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

The Daily Press.

HONGKONG OFFICE: 14, DES VOUX ROAD CL.
LONDON OFFICE: 181, FLEET STREET, E.C.

Hongkong, November 15th, 1900.

The story which was telegraphed by our Shanghai correspondent on Tuesday night, without any qualification or statement as to its source, is, if its truth can be established, a confirmation of the feeling all along entertained that the Chinese Emperor is but an unwilling captive in the hands of his aunt and has hardly a vestige of power left him. It will have been noted that he "prevailed upon" two of the officials to send a telegram for him from Hsinanfu to Peking. This was to be kept secret from the Empress Dowager, but naturally, when the Emperor's will counts for so little, the facts got out and the Emperor's agents were at once beheaded—two more victims to the blood-thirsty cruelty of that woman whom some writer, an American, we believe, did not hesitate recently to place among the great queens of history. What became of the telegram is unknown, we are told; from which it may be inferred that it did not at least reach Peking and that the whole story therefore comes from an entirely Chinese source. It bears, however, every appearance of probability and there seems little reason to doubt it. One thing is plain from the affair, that the remnants of the anti-foreign party still hold full sway at the refugee court and the Emperor is still an absolute nonentity. It is indeed to be feared that His Majesty KWANG HSU has shown no signs of strength since the disastrous coup d'état carried out by his aunt and short-sightedly acquiesced in by the European Powers. We must of course make every allowance for the traditions which bind him down on every side and the carefully selected spies and enemies with which he has been surrounded. But it is difficult to avoid the impression that a stronger man would not have tolerated such shackles so long. It is obvious that when the settlement is at last arrived at in China, the advisers of the Throne will need to be men of great force of character to guide their master aright. In the meantime we seem but little nearer to getting him back

to Peking, without which next to nothing can be done. It is true that some of the worst criminals have left the Imperial Court, by death or desertion; and that the ruling caste is much diminished in numbers since the flight from Peking began. But the Empress Dowager had surmounted all hardship of the journey, which proved too great for KANG YI and some of his companions, and still lives to do evil. The Allies are unable to touch her. Even now she may be deciding to fly yet further from their reach, to Chongtu in Szechuan. Is it then to be a question of starving her out? Reason hardly seems likely to convince her that it will be best for her to return to Peking and see herself stripped of even that semblance of power which still is hers. If the Emperor himself cannot break away from her clutches, time alone can solve the difficulty how to get KWANG HSU back to the capital. Meanwhile, however, the Allies can carry out the pacification of the Empire with the aid of the loyal Viceroy.

H.M.S. *Undaunted* returned from practice yesterday.

Communication with the New Territory is still cut off, and until it has been restored no accurate estimate can be made of the havoc wrought by the typhoon in life and property.

A fire broke out in the hold of the steamer *Forwards* while lying in the Singapore Roads on the 8th inst., but was fortunately extinguished before either the cargo or the steamer was injured.The Hon. Treasurer of the Allice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—
Ho Ngok Lau \$50
Yeung Lau Ke 20

The damage to Government matcheds all over the colony by the recent typhoon is simply enormous. There is scarcely one left standing, and the figure for re-erecting them will, it is expected, approximate \$10,000. Government buildings have emerged wonderfully well, sustaining, in fact, practically no damage.

We are asked to draw attention to the fact that the Taylor-Carrington season at the Theatre cannot be prolonged, owing to the building being otherwise engaged. On Saturday and Monday next *Home Rule* will be produced; on Tuesday and Wednesday *Charles's Aunt* "up to date"; and on Thursday, the final performance, *Trilby*. It is a testimony to the merits of the company that in India they were under most powerful patronage.Among the passengers who arrived yesterday by the German mail *König Albert* was the Right Rev. Bishop Piazzi, the director of the Roman Catholic Mission in this colony. His Lordship was received at the wharf by all the clergy and a good number of people, and immediately on landing proceeded direct to the Cathedral, where a solemn Te Deum was sung. The service was highly impressive and was attended by all the clergy, the girls and boys of the Roman Catholic schools, and a large number of the Roman Catholic community. Yesterday evening the members of the "Catholic Union" had an At Home to welcome His Lordship on his return. There was a large attendance, and the guests were entertained by songs and music provided by the members. Altogether a very pleasant evening was spent.There are apparently several ways in which countries giving sugar bounties can help the manufacturers who hope to retain their hold on the Indian market, remarks the *Pioneer*. Thus the Austrian Government make the Austrian Lloyd boats carry sugar to this country free of charge in return for the subsidy granted to the company. The *Franc Ferdinand*, a vessel of 6,000 tons, is said on one occasion to have had nothing but a cargo of best-sugar on board. The story is an extraordinary one, but it comes to us on good authority. The Austrian product, of course, still be sold cheaply in India, in spite of the countervailing duties, if shipments are managed in this fashion; and we do not see how this system of importation is to be checked so long as the Vienna Government hold to their policy.

The *Times* in no doubtful manner endorses the remarks of Dr. Morrison on the guilt of the Chinese Government in connection with the Boxer movement and the attack on the Peking Legations, and also the complicity of the Chinese Ministers abroad. In its issue of the 15th ult. the *Times* says:—"The whole story, as told by our correspondent, hangs together. It proves beyond all reasonable doubt the main points we have consistently affirmed. It shows that the 'Boxer' movement was originated by an obscure official, who was promoted to high rank for inaugurating the association. It shows that the movement was seized upon by the Dowager Empress and diverted by her against the foreigners and the Christians for her own purposes. It shows that the 'Boxer' chiefs and patrons were drawn from her personal clique. It shows that the Imperial troops openly co-operated in the murderous attacks on the Legations and on the native Christians. It shows that, from first to last, high officials of the Empire, including the reformed Taungli Yamou, did all in their power to make those attacks successful and to betray the Ministers into the hands of their would-be murderers. Lastly, it shows that, while these officials in Peking were so engaged, the representatives of China abroad, aided by personages like Sheng and Li Hung-chang, were endeavouring to delude the Powers by wholesale and systematic falsehood, calculated to defer relief until relief should be too late.

The cargo of the Japanese steamer *Yamato Maru*, sunk off the coast of Choochoo, China, has been abandoned on account of the strong current in the locality of the wreck.

The Russian Minister of Marine has ordered all the vessels comprising the Russian Pacific Squadron now stationed in the Far East to be fitted with wireless telegraph apparatus.

The Tsar has conferred on Lieutenant-General Grodekoff, the Governor-General of the Amur territory, a gold sword, set in brilliant recognition of his distinguished conduct of the operations in Manchuria.

At Paris on the 14th ult. a Rugby football match was played by teams representing France and Germany. The latter team was composed of players from the Frankfurt club. The Frenchmen won by 27 points to 17.

At a large and representative gathering of natives at Stulang Johore the other day, the Sultan formally opened a new sawmill which had been erected by Messrs Cameron and Co., timber merchants, by breaking a bottle of champagne upon the driving wheel.

A somewhat novel editorial difficulty has been announced in the *Himalaya Chronicle*, in the following words:—"We have to apologise to our readers for the paucity of matter in to-day's issue, in consequence of some of our staff having absconded, after having drawn more pay than was due to them."

The new British first-class armoured cruisers *Cressy*, *Hogue*, *Suffolk*, and others of that type are to carry as their chief armament 9.2-in. guns, having an effective range of fifteen miles. These will be placed on the new hydraulic mountings that enable the guns to be fired rapidly and in any position.

The Government of Argentina, according to the Buenos Ayres correspondent of the *Times*, has decided to grant a concession of 200 square leagues of territory in the province of Formosa to Señor Yaller for the purpose of founding an agricultural colony. The contract, the correspondent says, provides for the settlement of 20,000 Japanese there.

A sequel to the collision between the steamers *St. Petersburg*, of the Russian Volunteer Fleet, and the British and Foreign steamship *Jerome*, which occurred off the Raffles Light on April 17th, is an appeal against a judgment of Mr. Justice Leach before the Appeal Court at Singapore. The arguments of counsel were heard on Thursday last, and judgment was reserved.

The *New York Herald* publishes a statement to the effect that Sir Thomas Lipton's challenge to the New York Yacht Club designates a yacht similar in size to the *Shamrock*, and suggests that the races be held earlier in September. A rumour is current in yachting circles that the challenger which Sir Thomas Lipton intends to send over to America will be yawl-rigged. If this be so, she will have a decided advantage in the measurement for time allowance.

We have received a pamphlet entitled *Stricken India* with some ghastly photographs of famine-stricken natives in various stages of dying. Though we do not think this is exactly the best method of appealing to the public, undoubtedly those who issued the pamphlet are earnest in their desire to alleviate the terrible sufferings of the unfortunate natives of the Indian Central Provinces, and their warning to the public not to think that because the rains have fallen the distress is at an end is a necessary one.

The following appointments have been announced at the Admiralty:—Lieutenants—A. F. St. C. Armistead, to the *Hermione*, reappointed temporary, on promotion, to date October 1; S. Newcome, to the *Terrible*, reappointed temporary, on promotion, to date July 15; and H. C. Carr, to the *Sandpiper*, in command, reappointed on recommissioning, an ated. Sub-Lieutenants—J. Jones, to the *Hermione*, H. P. Smyth-Osburne, to the *Terrible*, to date October 15; Midshipmen—H. S. W. Boldero, to the *Goliath*, to date September 24.

Coolies engaged in digging the foundations of a proposed four-storeyed annex to the American Naval Hospital on the Bluff at Yokohama made a rather interesting discovery on Sunday, says the *Japan Herald*. They had descended some little distance when the earth suddenly fell in and revealed an underground chamber which, on further examination, was found to be about seven feet in height, and of sufficient area for five Japanese mats to be spread comfortably. The walls were hard, smooth, and blackened with smoke, but no utensils or relics of any kind were brought to light. These underground chambers are frequently discovered in Japan, and are supposed to be of great antiquity.

The wharf accommodation at Tanjong Pagar, Singapore, is insufficient to meet the requirements of the port, according to the *Strait Times*, and steamers are continually being delayed, not only for a day or so, but sometimes for weeks together. For instance the *Benevolence* was detained over eight days before being given a berth, and the *Benevolence* has been 14 days in port discharging a cargo of only 2,600 tons of coal, an average of less than 190 tons a day. The British collier *South America* (Capt. Dobson) of 2,701 tons, which arrived from Newport with 6,500 tons of coal for the British Government, has been waiting in the Roads for a berth since Nov. 1st. It may be stated, says the *Strait Times*, that, as a class, the shipmasters who understand the trade of the port look with disfavor on the scheme that the Tanjong Pagar Company has afoot for constructing a new basin and thus affording additional wharfage room. They say it will result in overcrowding and cannot meet the requirements of the ships. What they favour is the extension of the wharf outwards to the fishing stakes.

The Hon. R. Seddon, the Premier, announces definitely that New Zealand will adopt Imperial Penny Postage from the 1st of January next.

The U.S.S. *Albatross* is on her way from New York to Manila, where she will, according to present arrangements, remain, a valuable addition to the American Fleet on the China Station.

In the light of a wire sent by a London press correspondent, Russia has sent considerable orders for tea to India and Ceylon, because Insurance Companies have refused risks in vessels trading with China, and Chinese Banks have refused advances to planters.

According to the positive statement of an American Press representative at Manila, even though the Friars be not expelled from the Philippines by the Washington Government, the latter will never permit them to resume parochial work in the islands.

Rumour has it in the Straits that the Rev. W. H. C. Dunkerley, Colonial Chaplain at Penang, will be transferred, early next month, to Singapore, to take up the appointment now held by Archdeacon Penham, who will leave the Colonial service on pension.

Troubles have arisen in connection with the Chinese laundry in Tottenham Court Road, London. On the 12th ult. at Marlborough Street, Ah Jim, a Chinese laundryman, was charged before Mr. Denman with maliciously wounding Lee Foo, a Chinese washerman, by stabbing him on the arm with a piece of china. The prosecutor on going into the witness box knelt down, and the usher handed him a thick common sawcer, which he was told to break. Lee Foo threw it on the ground, but it did not break. He was told to throw it harder and did so, the sawcer smashing in several places. The usher (solemnly)—The sawcer is cracked, and if you do not tell the truth your soul will be cracked like the sawcer. (Laughter.) Lee Foo said that at 8 o'clock that morning, while he was in the laundry he had occasion to disturb a lazy boy who was asleep in bed. He gave Ah Jim orders to scrub the floor, but instead of doing so he abused him and said he had no right to disturb the boy. Ah Jim then took up a jug and struck him on the arm with it, breaking the jug and cutting his arm. The floor being wet, Ah Jim slipped down and cut his head on the broken pieces of the jug. The prisoner—He makes noise, too much talker, me fall, he kicke me on the head. (Laughter.) Constable 329 D deposed that he was called to the laundry and saw the prisoner in a crowd of 40 Chinamen, all talking at once. He could make out neither head nor tail of them until Ah Mah came in and explained what Ah Jim was accused of doing. The constable at this point referred to the prisoner as Lee Foo. Mr. Denman (pointing)—There is Lee Foo, and there is Ah Jim. Which was it? The constable—I got mixed. (Laughter.) They are hard names to remember. The constable added that the doctor said the injuries were mere scratches. Mr. Denman said that what had happened was very likely to occur when 40 Chinamen were huddled together in a place of this kind. It was impossible to get a clear account of what took place, but Ah Jim assaulted Lee Foo and cut him, and would have to pay 20s., with the alternative of 14 days' imprisonment. It would be better for everybody if they all went back to China. (Laughter.) With all deference to Mr. Denman, it seems to us that his last remark savours of insular prejudice.

THE INTERPORT SHOOTING MATCH.

HONGKONG BEATS SHANGHAI.

The Hongkong team fired for the interport match yesterday afternoon. The light being bad the total score fell behind that of last year, being 930 against 952. It was sufficient, however, to defeat Shanghai, whose total, as announced by telegram, was 900. The following are the home scores:—

	200	500	600	Total
St. Mjr. Wallace R.A.	33	34	33	100
Capt. Carlyle, A.C.D.	34	29	32	95
Mr. J. Marshall	29	34	33	96
Mr. W. Stewart	33	32	31	96
Mr. McLennan	31	31	32	95
Mr. G. P. Lammert	33	32	30	95
Mr. A. Cramer, R.N.	30	31	32	93
Mr. John Pidgeon	30	33	24	87
Ar-Sgt. Blair, A.C.D.	31	32	24	87
Mr. E. Baldwin	30	32	24	86
	314	321	295	930

There were 138 bulls, 98 inners, 25 magpies, and 7 outers, a total of 268 hits. There were 2 misses. Singapore's score last year was 926 and that of Shanghai 887.

PREVIOUS RECORD.

1889, Shanghai 819, Singapore 777, Hongkong 774.
1890, No match.
1891, Hongkong 807, Shanghai 830, Singapore 741.
1892, Hongkong 835, Shanghai 810, Singapore 752.
1893, Hongkong 822, Shanghai 802, Singapore 758.
1894, Hongkong 823, Singapore 817, Shanghai 769.
1895, Singapore 934, Shanghai 903, Hongkong 879.
1896, Hongkong 916, Shanghai 960, Singapore 870.
1897, Singapore 934, Hongkong 916, Shanghai 900.
1898, Hongkong 934, Singapore 923, Shanghai 894.
1899, Hongkong 952, Singapore 926, Shanghai 887.

From 1889 to 1891 the match was fired with the Martini-Henry Rifle; from 1895 onwards with the Lee-Metford.

LATEST STEAMER MOVEMENT.

The Austrian Lloyd's steamer *Giesla* left Singapore for this port on the 13th inst., p.m.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS].

SHANGHAI, 14th November, 7.55 p.m.

DOUBTFUL ACTION OF THE LOYAL VICEROYS.

Chang Chih-tung is raising troops and has proposed to Liu Kung-yi a combined opposition if the Allies use the Yangtze ports as their basis of operations against Shensi.

TUAN AND TUNG FUHSIANG REBEL.

A German paper (*Ostasiatische Lloyd*) learns that Prince Tuan and General Tung Fuhsiang have here begun a rebellion in Kansu. The officials are raising a large war fund in these provinces.

SZECHUAN VICEROY DOES NOT WANT THE EMPRESS DOWAGER.

A Chungking despatch states that reliable evidence is to hand that Prince Tuan has ordered the Chengtu authorities to prepare to receive the Dowager Empress there. The Viceroy, however, raises objections.

LONDON, 18th November, 5.20 p.m.

CONJOINT NOTE OF THE POWERS.

Dr. Morrison telegraphs to the *Times* that the foreign Ministers have agreed on a conjoint note as a basis for a preliminary treaty with China.

THE TERMS—FULL LIST OF THE POWERS' DEMANDS.

The terms include the erection of a monument to the murdered Baron von Ketteler; the sending of an Imperial Prince to Germany to apologise for the outrage; the abolition of the Taungli Yamen, the punishment of the guilty officials; the razing of the Taku and other forts in Chihli; the prohibition of the import of arms and war material; the suspension of the provincial examinations for five years in all districts where outrages on foreigners occurred; rational intercourse with the Emperor; the presence of permanent Legation guards; also guards on the lines of communication between Peking and the sea; and finally an indemnity to states, corporations, and individuals who have suffered.

GENERAL NEWS.

LONDON, 13th November, 5.20 p.m.

THE NEW PARLIAMENT.

Parliament meets on December 8th. A War Grant is wanted.

REUTER'S SERVICE.

LONDON, 11th November.

THE FIGHTING IN BRITISH SOUTH AFRICA.

General Smith-Dorrien has had two days' hard fighting between Belfast and Koomati in which the Boers were repulsed. Commandant Prinsloo and General Fourie killed and General Grobbelaar (P. Grobbelaar) wounded. Sharp engagements have also occurred at Lichtenberg, Philippolis, Middleburg and Rustenberg, all of which the British were successful.

ILLNESS OF GEN. BADEN-POWELL AND MISS ROBERTS.

General Baden-Powell is ill with enteric and Miss Roberts is in a critical condition.

THE INAUGURATION OF THE AUSTRALIAN COMMONWEALTH.

One thousand troops have embarked from Southampton for Australia to form the Duke of York's guard of honour at the inauguration of the Australian Commonwealth.

ARMY REFORM.

The *Daily Mail* states that a scheme for the reform of the Army is prepared by which the troops will receive ten months' field training instead of six weeks and by which immense areas of land will be acquired.

THE TYPHOON.

By the courtesy of His Excellency the Governor we are enabled to publish the following telegrams between him and the Secretary of State relating to the typhoon of last week:—

GOVERNOR, HONGKONG, TO SECRETARY OF STATE, DATED 10TH NOVEMBER, 1900.

Severe typhoon passed over Hongkong last night. Ten steam launches and over one hundred and ten junks have foundered or been driven ashore. H.M.S. *Sandpiper* foundered. Crew saved by H.M.S. *Osier*. New dredger for naval dockyard also foundered. Crew saved by boats from *Tamar* and *Adriatic*. Several houses blown down. I fear that the loss of life is considerable. Fifteen bodies have already been sent to the mortuary and seven injured to hospital. Am arranging to afford necessary relief. SECRETARY OF STATE TO GOVERNOR, HONGKONG, DATED 13TH NOVEMBER, 1900.

I have received with great regret your telegram of the 10th November, reporting damage done by typhoon. Please convey to sufferers expression of my sincerest sympathy.

POLICE COURT.

Wednesday, 14th November.

BEFORE MR. HAZELAND.

LOOKING A JUNK.

A chiao was charged with being one of a band of thirty men that looted a stranded fishing junk, thrown up by the typhoon on the beach at Su Ping Tong, and stole thirty piculs of fish, several pieces of clothing, and some jewellery, the whole valued at \$178. Defendant pleaded not guilty.

Complainant told a wonderful tale of how some men in a boat cut the junk's cable, the junk then drifting ashore and being boarded by a band of men armed with choppers and knives, who stole everything they could lay hands on. Sergeant Cameron said on 11th inst. the complainant reported this robbery to the officials at Kowloon City Police Station, and on the following morning witnesses and a Chinese constable went with him to Su Ping Tong. Here witnesses arrested defendant, who was ported out by complainant. Defendant was coming round by the back of a house at the moment of his arrest, and on making a search there, witnesses found the bundle of clothing produced. The bundle contained a jacket, a pair of trousers, and a handkerchief.

Complainant, recalled, identified the trousers as belonging to himself and the jacket and handkerchief to his brother.

After further evidence the prisoner was discharged, there being in the Magistrate's opinion nothing to connect him with the robbery.

GAMBLERS.

Inspector Baker and a party of police yesterday evening raided a house on the second floor at 104, Second Street, and gathered in a motley crowd of seventeen Chinamen, who now twined the mark in the dock. They all pleaded not guilty.

Chinese constable 297 said he was one of the raiding party and the first man to enter the house. As he did so the light was blown out, but not before witness had seen the man playing at cards.

Inspector Baker also gave evidence, after which the charge was found proven and each man fined \$3 or 14 days' imprisonment, all money and implements of gambling to be forfeited to the Crown.

DESEKTING HIS SHIP.

Peter Gray, a Irish seaman on the steamer *Calverdale*, was charged with unlawfully absenting himself from the ship on the 13th inst. without the consent of the master, and was ordered to be forcibly put on board.

USING A RAZOR.

Yeung Sam and Wong Lok had a difference to settle yesterday, but made the mistake of settling it in the public street, with the natural result that they found themselves in the police station, whither a zealous Chinese policeman had conveyed them. The first defendant was alleged to have used a razor, but judging by appearances he had not inflicted serious injuries on his opponent.

They were fined \$3 each, with the option of 14 days' imprisonment.

THE CATHEDRAL ORGAN RECITAL.

Last evening Mr. A. G. Ward gave a delightful organ recital in St. John's Cathedral after the evening service. The programme consisted of seven numbers, two being vocal solos by Mr. Alec Marsh; and the remainder organ pieces. The first was a Fantasia and Fugue in G Minor (J. S. Bach), a difficult piece, which was played with much skill by Mr. Ward. It was followed by an Allegretto in E Minor (Chopin), a pleasing variation from the preceding piece, and then Mr. Marsh sang the Aria "O God, have mercy," from Mendelssohn's "St. Paul." He was in excellent voice, and gave a splendid rendering of this beautiful piece, with organ accompaniment. The following numbers, "Sonata da Camera" (Pezzo), being *Allegro Andante Cantabile*—*Allegro Maestoso*; "Benedictus" (Mozart), with Schütz's beautiful "Soprano," allowed full scope for the organist's skill and technique, and he gave a very sympathetic and masterly execution of the production of the respective composers. The ability of Mr. Ward as an organist is generally recognised, and those present consequently anticipated and appreciated his performance. The instrument was also in good condition, and readily answered the expression of the player, in the forte parts filling the cathedral with a volume of sound, and in the pianissimo passages charming its hearers with sweetest of tones. The "Soprano" was especially pleasing. Mr. Alec Marsh then sang Parker's "Jerusalem," and he, with his many excellent solos he has given us since he has been in our midst, has been few better. As in his solo, his expression and interpretation of the language of the organ, and of the composer, was that of a master, his playing exceedingly well and his rich harp-like voice heard to much advantage, especially in the second solo. The programme was brought to a conclusion by a "Festal March" (J. E. Cairn), a very pretty piece arranged for the organ by Mr. A. G. Ward. There was a good attendance and a collection was taken on behalf of the Choir Fund, which raised only \$84.03, a small amount considering the attendance, the entertainment, and the laudable object of the collection.

HONGKONG VOLUNTEER CORPS.

A COMPANY.

The eighth shoot of the present series took place at Kowloon on the 14th inst. Sergeant Major Lammert was the champion, and the fourth time since George H. C. Edwards was the No. 2 Cup on the first prize.

The following are the best scores:—
200 500 600 H Cap. Total
Sgt. Mjr. Lammert 26 34 31 91
Gunner H. S. Holmes 27 29 24 80
Gunner H. C. Edwards 17 26 14 57
Gunner P. A. Cox 25 23 20 75
Captain Sanders 19 22 16 54
Gunner Lilesand 22 15 17 54

From Aberdeen comes a true romance of the sea. In 1882, when the good ship *Superb*, of London, was on a voyage from Australia to England, a little boy, who was playing on deck, fell into the sea. Alexander Forbes, of Aberdeen, the quartermaster of the vessel, sprang overboard and rescued the child. The mother requested him to call at her home in Glasgow, where she and her husband would find means of more adequately recognizing his gallant deed. The incident passed out of Mr. Forbes' mind, but his attention was recently called to an advertisement urging him, if still alive, to call at an address in Glasgow. He complied with this request, and found that the parents of the boy he had saved had died, bequeathing him a sum of £500 and a handsome gold medal. Mr. Forbes had the additional pleasure of meeting the person he had rescued, who is now a young man of twenty-five, and who warmly greeted his deliverer.

NEW ADVERTISEMENTS

INTIMATION.

NOTICE is hereby given that from the 15th instant and following days, at 8 A.M., a PUBLIC AUCTION will take place for the privilege of the demolition of the expropriated PREMISES at S. LAZARO, as well as the SALE of the MATERIALS of the aforesaid HOUSES.

Full conditions of Tender can be seen every working day from 10.30 A.M. to 3 P.M. at the Office of the Public Works Department.

A. NUNES,

The Director Engineer,
Public Works Department,
Macau, 10th November, 1900. [2891]

THE HONGKONG ELECTRIC CO.,

PANY, LIMITED.

SHAREHOLDERS, who have not yet PAID the Call of \$3 per Share in the New Issue of Shares, due on 1st instant, are hereby reminded that same should be paid forthwith and Scrip sent in to the Company's Office for endorsement and notice is hereby given that, in accordance with the provisions of the Company's Articles of Association, interest at the rate of 12 per cent. per Annum from 1st inst. till date of payment will be charged on all such calls outstanding after this date.

GIBB, LIVINGSTON & CO.,

Hongkong, 15th November, 1900. [2893]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA" (late "MENMUI")
Captain R. W. Almond, will be despatched as above TO-MORROW, the 16th instant, at No. 8.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried.
For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 15th November, 1900. [2894]

FOR SHANGHAI.

THE Steamship

"LOONGMOON,"
Captain F. W. Schulz, will be despatched for the above ports TO-MORROW, the 16th inst., at 4 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 15th November, 1900. [2890]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"KASUGA MARU,"
(3,820 tons gross, Captain E. W. Haswell, will be despatched for the above port on FRIDAY, the 23rd instant, at 4 P.M.

This new Mail steamer is specially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return tickets issued at this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to

A. S. MIHARA,

Manager.

Hongkong, 15th November, 1900. [2892]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KONIG ALBERT,"
OF THE NORDDEUTSCHER LLOYD.

The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th November will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 20th November, and THURSDAY, the 22nd November, at 9.30 A.M.

All claims must reach us before the 24th November, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

Agents.

Hongkong, 14th November, 1900. [8]

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

I REGRET to inform Subscribers that practically all the WIRES belonging to this Company have been WRECKED by the Typhoon.

Every effort is being made to restore them, commencing with the Central District, but it is feared that several weeks must elapse before communication with the outlying districts is completely restored.

W. STUART HARRISON,
Manager.

Hongkong, 13th November, 1900. [2879]

RESUME OF THE S. LAM LAUNCH "TUNG-LI."

OUR Launch "TUNG-LI" was in considerable danger during the Typhoon of the 10th inst. At a very critical moment the Captain of H.M.S. "Atlas" sent a boat to the Rescue and all the Crew were thus saved from a watery grave. At last we have found the name of the good Captain to be A. D. FAOET. Consequently we print this matter in the Newspaper to thank him and the Crew, of the boat, and we can never forget his great benevolence.

CHAN WING,

Agent.

(Signed) A. SAM & OTHERS,

Owners and Sailors

of Steam Launch Tung-Li.

Hongkong, 13th November, 1900. [2875]

ENTERTAINMENTS.

THEATRE ROYAL.

CITY HALL.

TAYLOR-CARRINGTON SEASON.

COMMENCING

SATURDAY NEXT, NOVEMBER 17TH.

Production of the Successful Musical and Sensational Irish Drama

HOME RULE.

OR

THE IRISH GOSSOON.

Played by MR. CHARLIE TAYLOR, Miss ELLA CARRINGTON, and their Company in support over 200 times.

Performances patronised in India by Their Excellencies Lord & Lady Northcote.

His Excellency Sir ARTHUR HAYLOCK.

Sir FOWLER and Lady PALMER.

Sir BRYDON and Lady BLOOD.

Major-General JENNINGS, C.B.

Major-General WOODHOUSE, C.B.

Major-General COOMBE, C.B.

General A. C. CHURCH, C.B.

General MOORSOM, &c., &c.

Reserve Plan now open at ROBINSON PIANO Co.

Admission Rates—\$3, \$2 and \$1.

Military and Naval Men in Uniform half-rates to 2nd and 3rd Seats only.

Season of 5 Nights only.

COMMENCING SATURDAY NEXT.

MR. C. E. CLITHEROW.

Advance Representative.

Hongkong, 14th November, 1900. [2888]

THEATRE ROYAL.

CITY HALL.

THE HONGKONG AMATEUR

DRAMATIC CLUB

WILL give TWO PERFORMANCES

of the COMEDY, Entitled,

"OUR FLAT,"

IN THREE ACTS.

on

SATURDAY, 24th November, and

MONDAY, 26th November, 1900.

Commencing each Evening at 9 P.M. precisely.

Dress Circle, \$3; Stalls, \$2; Pit, \$1.

Half-price to pit for Soldiers, Sailors and Police in Uniform.

Tickets can be obtained at the Booking Office of the Theatre, CITY HALL, on and after

MONDAY, 19th November, at 10 A.M.

Booking Office will be open daily from that date from 10 A.M. to 4 P.M.

Late Trains will run 1/2 of an hour after the fall of the curtain.

H. C. NICOLLE,

Acting Manager.

Hongkong, 12th November, 1900. [2867]

KOWLOON HORSE REPOSITORY.

I BEG to inform my Patrons and the Public generally that SEVERAL EXTRA STALLS for STALLING PONIES have been Erected in the above Repository, and can be LET at MODERATE RENT from the 15th instant.

Gentlemen desirous of stabling their Ponies in these Stalls are requested to kindly notify the same to—

M. PEREIRA,

No. 4, St. Francis Street.

Hongkong, 13th November, 1900. [2889]

POHOOMULL BROTHERS,

57 & 59, QUEEN'S ROAD CENTRAL,

WHOLESALE AND RETAIL

IMPORTERS AND EXPORTERS.

Have for Sale,

INDIAN, Chinese and Japanese Silk Goods

for Ladies and Gentlemen, and other Articles.

Oriental Embroidery, Rugs and Carpets.

Jewelry, Cashmere Shawls, Ivory, Sandalwood

and Tortoiseshell Wares, Curiosities and Fancy Goods.

INSPECTION IS SOLICITED.

Hongkong, 8th November, 1900. [2785]

FOR SALE.

NEW LEE ENFIELD 303 MATCH

RIFLE COMPLETE.

ELEY'S SPORTING CARTRIDGES.

EVERY KIND OF SPORTING RE-

QUISITE.

WM. SCHMIDT & CO.,

Gunsmiths.

Hongkong, 22nd September, 1900. [1213]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.

Absolutely Smokeless and Water-resisting.

THE BEST NITRO-POWDER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES—

Loaded with With Powder

Powder only, and 1 oz. of Shot.

Primrose Cases, \$5.65

Pogonoid Cases, 6.25

Ejector Brass Cases, 6.90

5 per cent. discount on orders of 1,000 and over.

Apply to

WM. SCHMIDT & CO.,

Gunsmiths,

Hongkong, 27th July, 1897. [1870]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED

is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

WM. PARLANE,

Manager.

Hongkong, 17th February, 1899. [89]

WILLIAM MACLEOD, D.D.S.,

DENTIST.

BEACONSFIELD ARCADE.

Hongkong, 10th November, 1900. [2861]

AMERICAN SYSTEM

OF

DENTISTRY

AT

No. 39, QUEEN'S ROAD CENTRAL.

CHADWICK KEW

(LATE OF POATE & NOBLE).

Hongkong, 15th September, 1899. [2419]

SIGHTING.

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1891. [2482]

PUBLIC COMPANIES.

THE DAIRY FARM COMPANY, LIMITED.

THE FOURTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Town Depot, 4, Albert Road, Hongkong, on FRIDAY, the 16th day of November, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to the 31st July next.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 16th November, both days inclusive.

W. HUTTON POTTS,

Secretary.

Hongkong, 31st October, 1900. [2779]

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account of the year 1900, at the Rate of Fifty cents per Share (or Five per cent. on the Capital of the Company) will be PAYABLE at the Hongkong and Shanghai Bank, Hongkong, on and after the 23rd instant, on Warrants to be obtained from the undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants.

The DIVIDEND will also be Payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there, on and after the same date.

The REGISTER OF SHARES will be CLOSED from WEDNESDAY, the 21st instant until FRIDAY, the 30th instant, both days inclusive, during which period no Transfer of Shares can be registered.

By Order—

A. H. MANCILL,

Secretary.

Hongkong, 9th November, 1900. [2843]

TEBRAU PLANTING COMPANY, LIMITED.

IN accordance with Article No. VIII, Paragraph 3 of the Articles of Association of the Company, Interest at the rate of 50 per cent. per Annum is being Charged on all Unpaid Calls.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 8th November, 1900. [2839]

THE HONGKONG STEAM WATERBOAT COMPANY, LIMITED.

CAPITAL... \$75,000.

Divided into 7,500 Shares of \$10 each, payable \$5 on Application and the Balance to be called up as may be required.

CONSULTING COMMITTEE.

LIAO TZE SAN, Esq. (Manager, CHINA MERCHANTS STEAM NAVIGATION CO., LD.)

CHAU SIU KI, Esq. (Manager, HONGKONG AND KOWLOON LAND AND LOAN CO., LD.)

MANAGER.

J. W. KEW, Esq.

BANKERS.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

SOLICITORS.

MESSRS. WILKINSON & CRIST.

OVER 5,000 Shares have been ALREADY ALLOTTED.

The Share List will Close on the 30th November, 1900.

Application Forms may be had at the Company's Bankers Offices, HONGKONG and SHANGHAI BANK, and at the Company's Solicitors Offices, MESSRS. WILKINSON AND CRIST.

PROSPECTUS.

The object for which it is proposed to form the above Company is the acquisition and extension of the business now carried on by Mr. J. W. Kew, of supplying with fresh water the ships entering the harbour of Hongkong.

In consideration of the transfer by the vendor to the Company of his steamboat pumps, hose, good-will, &c., he receives the sum of \$35,000.00 of which he is willing to take \$20,000.00 in fully paid up shares in the Company. Mr. Kew undertakes and guarantees the payment of a dividend of at least 10 per cent. to the shareholders for the first two years of the existence of the Company.

Hongkong, 9th November, 1900. [2847]

HOTELS.

"BOA VISTA" HOTEL,

MACAO.

The only FIRST CLASS HOTEL in the Colony. Moderate terms by the day or month. European Hotel.

MACAO is distant 40 miles West of Hongkong and the journey is made each day (Sundays excepted) by the magnificent Saloon Steamer "HONGKONG" in 3 hours, leaving Hongkong at 2 P.M. and Macao at 5 A.M.

Connection made by Company's Steamer, to and from Canton.

Tourists should not miss the chance of visiting this famous old City.

For Terms, apply

MANAGER.

Telegraphic Address: "Boavista." [2843]

RAFFLES HOTEL,

SINGAPORE.

SITUATION UNSURPASSED.

The Finest Hotel in the East. Rooms en suite. Every Room with Private Bathroom attached. Cuisine under two French chefs.

CURRIES A SPECIALITY.

Every Home Comfort.

Electric Bells throughout the Hotel.

Electric Lights.

Electric Fans.

Terms Moderate.

SARKIES BROTHERS,

Proprietors.

Hongkong, 16th August, 1900. [2810]

INSURANCES.

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,

Agents.

Hongkong, 18th May, 1892. [52]

AACHEN AND MUNICH FIRE INSURANCE CO.

OF AIX-LE-CHAPPEL.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,

Agents.

Hongkong, 21st April, 1897. [19]

SCOTTISH METROPOLITAN ASSURANCE CO.

The combined ACCIDENT and LIFE POLICY is the MOST ADVANTAGEOUS form of INSURANCE.

A yearly premium of £28 2s. (age 30) secures the following:—

£2,000 in case of death by accident.

£1,000 in case of natural death.

£1,000 in case of permanent total disablement by accident.

£500 in case of partial total disablement by accident.

£5 per week in case of temporary disablement by accident.

Accidents insured against for £4 and £2 per annum (£1,000 in case of death, by weekly payments in case of injury).

For further Particulars apply to

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.
PAUL BREWITT,
2 Zetland Street, Auctioneer, Appraiser
and Commission Agent.

HUGHES & HOUGH,
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.

V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING
THIS SPACE IS RESERVED
FOR THE
WESTERN HOTEL.
BOOKBINDING
"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS
W. BREWER & CO.,
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS
KANG ON,
Contractor, 30, D'Almeida Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.
THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aca-
demic Waters, Dealers in Photographs
Requisites, Cures, &c.

WATKINS, L.D. APOTHECARIES, HALL, 66,
Queen's Road Central, Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIO DEALERS
KUNH & KOMOR,
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.

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Surgeon Dentist, 24, Bank Buildings,
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SPERRY & CO. COMPANY,
Proprietors of the following Celebrated
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Gate", "Pioneer", "Bookeye",
"Anchor", &c.
WILLIAM WATSON, Manager.

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Every Household Requisite. Depot for
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Cabinet-maker, Furniture Dealer, Art De-
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(BUSINESS) LITTON, L.D.,
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KANG LEE & CO.,
Jewellers Gold and Silversmiths, Watch-
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Furniture, Opposite Post Office, 36,
Queen's Road Central.

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Diamond, Merchants and Watchmakers, 40,
Waterloo Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hanoi.

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Gold and Silver, Silk Dresses, Girdle
Shells, Lany, Lacquerware, Fans,
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EASTERN ELECTRIC LIGHTING
COMPANY, Head office, 62A, Queen's
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scription for the ACETYLENE LIGHT at
lowest rates.

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WOODS & CO.,
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Ice House Street, Top Floor. Permanent
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Amateur's Requisites a Specialty.

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Proofs read by Englishmen.

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Dealers in Chinese, Indian and Japanese
Goods, Silks, Woolen and Cashmere,
Shawls and other Sundry Goods; 4,
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WASSIAMULL ASSOMULL,
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Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
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F. BLUNK,
Exporters of Real Hand-made Tulle, Lace
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STOREKEEPERS
F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sail-
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Praya Central, next Hongkong Hotel.

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Navy Contractors, Ship Chandlery,
Provision and Coal Merchants, Sail-
makers, &c., Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware,
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Shipchandlers, Sailmakers, Riggers, Com-
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keepers, 41 and 45, Praya Central.

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Outfitters, Shirt Makers, Hatters, Hosiery,
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Outfitters, Piece Goods, Underwear, Shoes,
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CODE WORD: "DOCK" NAGASAKI.
A.I. A.B.O. Scott's and Engineering Codes
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DOCK No. 1 (at TATEGAMI)
Extreme Length 523 feet.
Length on Blocks 518 "
Width of Entrance on Top 89 "
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Water on Blocks at Spring Tide 261 "

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Extreme Length 371 feet.
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PATENT SLIP (at KOSUGE)
Can take vessels up to 1,000 tons gross.

**THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
The COMPANY has a POWERFUL SAL-
VAGE PLANT READY AT SHORT
NOTICE.** [1619]

TO SHIPMASTERS:
ENQUIRE where your FRESH WATER
is obtained by the Water Boats, as FOUL
WATER is the cause of much sickness on board
Ship.
We are the ONLY WATER BOAT COMPANY
in Hongkong, EXCLUSIVELY supplying
FILTERED WATER.
CALL ON W. K. W. & CO.,
STEAM WATER BOAT COMPANY,
Hongkong, 31st October, 1895. [716]

PORTLAND CEMENT
J. B. WHITE & SONS
SOLE AGENTS FOR CHINA.
HOLLIDAY, WHITE & CO.,
Hongkong, 18th September, 1899. [5724]

NOTICE:
STEAMERS calling at Amoy can be supplied
with the highest class of JAPANESE
BUNKER COAL.
For terms, call on
LA PRAT, CASS & CO.,
Amoy, 10th October, 1900. [2888]

SPORT AND ANECDOTE.

BY AN OLD FOOTE.
LORD ROSEBURY LEAVES THE TOWN.
"This best to win—win everything." This
was the aphorism with which the Earl of Rose-
bury addressed the captain of the Nottingham
football team when that club had won the Na-
tional Cup in 1888. These words are recalled
from the recesses of memory by an advertise-
ment that Messrs. Tattersall will sell by auction
in the Park Paddock at Newmarket, on Octo-
ber 25th, the whole of the horses in training, the
property of the Earl of Rosebury. One is loth
to believe that the noble lord is selling his
thoroughbreds because he cannot realise the
sweetness of victory as often as he would like.
The phrase "This best to win" is over recurring
—and I can only hope that we have not seen
the last of the pretty rose and primrose
hops on the course. When one looks
over the career of Lord Rosebury one
cannot repress the thought that there is a touch
of Quixotism in his nature, despite the breadth
of his sympathies. When he was a very young
man—in fact in 1880 he was so incensed by
the criticism of a correspondent who had lacked
one of his lordship's plumes, Mervel, at Stock-
ton, that he vowed he would never run another
horse. And yet within a year he was made a
member of the Jockey Club. From 1883 to
1889 his colours were seldom seen, but in 1890
that delicate filly Corrophine carried his livery
to victory in the Dewhurst Plate. In the mi-
nutes the Laird of Dalnony was most promi-
nent owner—since his horses lost New-
market and have been trained down in Sussex
Rosebury triumphs have been rare. It is said
that this time the ex-Premier intends to retire
permanently, and the rumour seems confirmed
by the fact that he is not retaining the yearlings
reared at Mentmore.

A NATIONAL LOSS TO SPORT.
His lordship is almost certain to retain his
breeding stud—for I can hardly conceive a man
who made that speech at the Gimcrack club
dinner about broadbreds being the "elegant
furniture of the park and the paddock," and
about the pleasure of watching the develop-
ment of the foals into horses of racing age—de-
priving himself of such a splendid and scientific
hobby as the production and rearing of thorough-
bred equine stock. His loss seems enough not
to see Lord Rosebury among owners battling for
the spoils—because the presence of such men
tends to keep the Turf pure, to eliminate the
merely sordid, and to raise the standard of
sport. If the leisured classes of Great Britain
were to withdraw their support, horse-racing
would speedily lose its popularity, and sink to
the level of trotting—which in this country, at
any rate, is an accursed thing. It is largely
so because the owners are not lured by
sportsmen with any ideals. In the colonies,
and in new countries, where there is compara-
tively speaking, no leisure class, and no aristoc-
racy of ancient lineage, it is difficult to attain the
altitude of sport which we have in this land.
Men of the social position of the ripened
scholarship, and of the unblemished honour of
Lord Rosebury, are necessary to the welfare
and the healthiness of the Turf as an institution.
Were these remarks construed into the sug-
gestion that honour alone abides with those
born in the purple, a false deduction would be
drawn. I expect most of my readers have read
that capital novel *With Edged Tools*, from
the facile pen of Seton Merriman, who makes
the old aristocrat, Sir John Meredith, declare
that there is "nothing like blood, sir, in horses,
dogs, and men." In this my creed—blood
will tell. A cartilage has more bones than a
thoroughbred racer—but if you saw their bones
in pieces—a difference in texture is evident.
Of course there are exceptions to every rule, but
great types are handed down, and well-bred
instincts are inherited. Hence, I repeat that
to lose the prestige of the patronage of the head
of the house of Primrose is a subject for keen
regret.

AN AMBITION TO WIN THE DERBY.
Just let us glance at his association with the
Turf. Archibald Philip Primrose, for he des-
cends from Duncan Primrose of the days of
Queen Mary, is the fifth bearer of the title of
Earl of Rosebury. Although Scotch by des-
cent, he is by birth a son of Cockaigne, being
born in Charles-st., Berkeley-square, London,
on May 7th, 1848, and his present town re-
sidence is 38, Berkeley-square. He was sent to
Eton just like the present Lord Dalnony—a
member of the Eton cricket eleven, and a fair
footballer, so that the earl is training his son in
the way a good sportsman should—that is, to
love honest white pastimes. From Eton Lord
Rosebury passed to Christ Church, Oxford, and
it was there that he first manifested his passion
for horses and racing—and maybe first chor-
used the ambitions of his life to buy Prim-
rose Minister of England and to win the Derby.
"Mr. Primrose" was a regular visitor to
races, and incurring the displeasure of the
Dean of Christ Church voluntarily left the
"Varsity without taking his degree. Having
succeeded his grandfather in 1868, his lordship
began his task of trying to win the greatest
race in the world. He bought a horse called
Ladas, named after the celebrated carrier of
Alexander, who obtained a crown at the Olym-
pian games—but so far from gaining the crown
in the Derby this Ladas was not even placed.
His lordship's mind was over on the great prize
—for his seat, The Durdane, is situated near the
Epsom course, and some two months before the
Derby of the 1847 he gave old Mat Dawson a
handsome price for that handsome gelding Co-
ventry. He ran well, but was beaten by George
Frederick, the property of Mr. W. B. Cart-
wright, who was so confident of the victory that
he had over thirty telegrams sent before the
race was over congratulating the joyful news to his
trifling. "There is no doubt that George Fre-
derick was a grand horse—and yet had badly
formed shoulders for descending a hill. In 1878

the late Mr. Robert Redd tried a son of Blink
hooke, named *Hamble*, good enough
to capture the Derby, and Lord Rosebury
bought him—but disappointment was his only
reward. Again in 1879 his lordship was third
with Visconti to the moderate Sir Bevy—the
only Derby winner George Fordham ever rode—
while in 1881 both Town Moor and Voluntary
carried the rose and primrose—the former
finishing third. That which Lord Rosebury
could not buy he had the more solid pleasure of
breeding. In 1882 the master of Mentmore
stud sent to Mat Dawson a yearling by
Hampton—illuminata, and as soon as the
trainer looked over the youngster the drey of
his profession declared that he would win the
Derby, and he did. This, the tenth foal of
illuminata, it was suggested should be named
Hampton Wick, but Lord Rosebury reverted to
his first horse and called him Ladas. The colt
only ran four times as a two-year-old, but he
won the Woodcock at Epsom, the Coventry at
Apsent, the Champagne at Doncaster, and the
Middle Park Plate at Newmarket. As a three-
year-old he stood 16 hands, and was one of the
most beautiful horses ever seen. On Derby
Day morning Lord Rosebury and Sir Fred
Johnstone jumped out of bed at five o'clock,
and saw him do his canter an hour later. How
he galloped away with the Derby, John Watts
being his pilot, we can all recall. What a scene
of enthusiasm followed! In March Lord
Rosebury succeeded Mr. Gladstone as Premier—
and within three months he had won the Derby.
The police that Derby day were swept off their
legs, and it was only with the utmost difficulty
that Lord Rosebury led his horse back to the
weighing room door. The following year Sir
Visto, admirably handled by Sam Loeates, again
won for his lordship—so that he initiated the
Duke of Portland by winning the Derby in
successive years.

A SUCCESSFUL CAREER.
Thus we see how Lord Rosebury persevered
until his desires had been realised, but it must
not be supposed that he confined his efforts to
this race, for he has twice won the Lincolnshire
Handicap (Conventry 1876 and Tontel 1879),
the City and Suburban (Aldrich 1874 and Roy-
sterer 1883), and the Ascot Stakes (Ridhouse 1879
and Tom Cringle 1899). With Prudhomme he
captured the Chester Cup in 1882, with the colt
black Snail the Northumberland Plate in 1876,
and with La Mervelle the Cambridgehire in
1876, besides innumerable other important
handicaps. In 1883 he secured the Great
Metropolitan with Vista (the dam of Sir Visto),
the City and Suburban with Roysterer, and the
Oaks with Bonny Jean—all within view of the
Durdane. His lordship has won each of our
classic races, but he will always be remembered
as the only Prime Minister of England who
carried off the Blue Ribbon of the Turf while
he was in office—an honour which was denied
old "Pam" and the "Rupert of Debats," for
both Lord Palmerston and the Earl of Derby
tried to do so. I have not been able to refer
to one title of the good horses Lord Rosebury
has owned, but I think I have proved that he
was a man with ideals, and men with ideals who
saw above the spirit of money-grabbing are
required on the Turf. Therefore his defection
becomes not merely a loss, but a calamity.

JACK BROWN OF ENGLAND.
A man who has commanded my admiration
for the last six years at the least is Jack Brown.
"Yes, but which Jack Brown?" mormals I hear
the bustling inquisitive reader say? Well, in
my mind, there is only one Jack Brown of
England. Bless my soul, I mean Jack Brown
of England, of Yorkshire, of Driffield—the
cricketer. Some of the papers persist in calling
him J. T. Brown (senr.) It would in my
estimation have been far cleverer if they had
copied our plan at school—and called him Brown
Prims—for surely he is Brown the first, the
other Brown, J. T. Brown (junr.), of Darfield,
being very much secondus. Jack Brown, of
England, likes me well—for he is the only
member of the not inconsiderable family
rejoicing in the plebeian name of Brown who
has shouldered his bat and shown how battles
are to be won against Australia at what our
ancestors described as the noble game of cricket.
My excitement in relation to Jack Brown, of
England, is, that for far seeing and shrewd
Yorkshire County Club have decided to bestow
a benefit on this worthy next season. When I
recall that E. Stephenson, Roger Iddeson, Joe
Rowbottom, Luke Greenwood, John Thewlis,
Tom Emmett, George Fidler, Ephraim Kel-
wood, Alan Hill, George Ulyett, Louis Hall,
Robert Peel, David Hunter, and Ted Wain-
wright have had benefits since 1870—and say
that I think Jack Brown, of England, is not
inferior to the greatest of these, my opinion
need not be further emphasised.

THE CRACK CENTURIES OF YORKSHIRE.
At this writing I will not exhaust myself by
any complete biography of Jack Brown, but I
may say that he is a native of Driffield, being
born there in 1869. Twenty years after, as
Dumas would say, he appeared in the Yorkshire
eleven. In 1893 he gave evidence of becoming
a great batsman, while in the next season he was
even more accomplished with the willow blade.
But he was the last choice of A. E. Stoddart
for his first trip to Australia with a cricket
team. He returned with an average of 44.47,
being only surpassed by Stoddart and Mac-

laren. He hit four hundreds during the tour
—but one of these will live in history—namely
his 146 in Melbourne, early in March, 1895,
when Stoddart's team beat Australia, and won
the rubber of test matches. When England
wanted 286 to win, Jack Brown scored runs at
the rate of 80 an hour. This made his reputation,
for he played for England in 1896 and again in
1899. He has compiled more centuries for his
country than any other Yorkshire cricketer, has
twice reached the 300 in one innings, and with
John Tunnicliffe amassed 554 for Yorkshire
against Derbyshire in 1898—this being not
only the record for the first, but for any wicket
in first class cricket. This year he was right
at the top of his form, and his 163 for the
Players against the Gentlemen was a magni-
ficent effort, which enabled the professionals
to compile the 502 necessary to win—an un-
rivalled feat they accomplished in the fourth
innings.

A TYPICAL TYPE.
Under all these circumstances one is surely
justified in describing him as Jack Brown of
England. You know he is a typical sturdy
Yorkshireman. His body denotes strength,
and his determined countenance convinces
that he takes his cricket seriously. Never
known to betray the possession of nerves, he
likewise never boasts. It would be impossible
to persuade him to tell the story how he made
his first hundred—or his last. Yorkshire to
the backbone, it is related that another county
approached him to assist them in the days
when his position was not secure in the eleven.
Money had no temptations for this country-
man, and he stolidly replied: "I'll play for
Yorkshire or none." I wonder what the
poet's thought of his resolution. Jack
Brown is a professional—but he is a sports-
man. This answer showed it. Moreover his
cricket shows it. He never plays for his aver-
age; he plays for his side. The bat was made
to play the ball—not the pad—is another of his
cardinal doctrines. No man can out a ball bet-
ter than Jack Brown—and what is more, he
outs all kinds of balls. This used to be his
main stroke, but nowadays he obtains runs all
round the wicket with a speed, a facility, and a
power that delight spectators. He bowls what
J. C. Smith in that clever book "Willow the
King" calls "donkey droppers"—and he can
field anywhere. If I was selecting an England
team to-morrow, my first choice would be Jack
Brown. May he meet with a handsome benefit.

TO LET.
FROM the 1st October—FOUR ROOMS
and COMPADORE OFFICES on the
1st Floor No. 16, Des Voeux Road.
Apply to—
SEE WO.
No. 69, Queen's Road Central
Hongkong, 10th September, 1900. [2454]

FURNISHED HOUSE TO LET.
"THE EYRIE," a large BUNGALOW,
standing in extensive and lovely
grounds, near the summit of the PEAK.
For Terms and Particulars apply to—
R. C. WILCOX,
8, Beaconsfield Arcade.
Hongkong, 6th November, 1900. [2822]

TO LET.
(From 1st December next.)
ONE SPACIOUS GODOWN, with
Upper Floor, for Dry Goods, No. 4,
facing the Sea, just opposite to BELCHER'S
BAY on M. Lot 24.
Apply to—
PAUL JORDAN,
1, Duddell Street.
Hongkong, 30th October, 1900. [2772]

TO LET.
WITH IMMEDIATE POSSESSION.
A SPACIOUS ROOM, suitable for an
OFFICE, on N.E. corner of Third
Floor, PRINCE'S BUILDINGS.
Apply to—
S. J. DAVID & CO.,
Hongkong, 16th July, 1900. [1945]

TO LET.
ONE LARGE ROOM, THIRD FLOOR,
QUEEN'S BUILDINGS.
"WAGENINGEN," Mount KELLEY,
PEAK.
1, PRAYA CENTRAL, now known as
20, DES VOEUX ROAD CENTRAL. ROOMS on
2nd Floor.
TOP FLOOR of the GODOWN No. 2A,
BLUE BUILDINGS.
A HOUSE in ETON TERRACE.
Apply to—
THE HONGKONG LAND INVEST-
MENT AGENCY CO., LD.,
Hongkong, 9th October, 1900. [61]

TO LET.
From the 1st December Next.
"INGLEWOOD."
A FIVE ROOMED HOUSE, with TENNIS
COURT.
"STONY BROOK COTTAGE."
A FOUR ROOMED HOUSE with GARDEN.
Apply to—
HUMPHREYS ESTATE AND
FINANCE CO. LIMITED.
Hongkong, 31st October, 1900. [2345]

BOARD AND RESIDENCE
COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
Hongkong, 1st January, 1892.

MRS. GILLANDERS
"GLENWOOD."
21, CAINE ROAD.
Hongkong, 20th September, 1900. [2457]

BOARD AND RESIDENCE.
MRS. SIDNEY JEFFREY,
"VERITAS."
BEACH ROAD WEST,
FELIXSTOWE, SUFFOLK,
ENGLAND.
Hongkong, 28th August, 1900. [2293]

NOTICES TO CONSIGNEES
NOTICE TO CONSIGNEES.
"GLEN" LINE OF STEAMERS.
FROM LONDON AND STRAITS.
THE Steamship
"GLENFARIG,"
having arrived from the above ports. Consignees
of Cargo by her are hereby informed that their
goods are being landed at their risk into the
Godowns of the Hongkong & Kowloon Wharf
and Godown Co., Limited, at Kowloon, where
each consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.
Optional goods will be carried on unless
instructions are given to the contrary before
4 P.M. TO-DAY.
Goods not cleared by the 18th instant will
be subject to rent.
No Fire Insurance has been effected.
All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Co. within ten days
after the steamer's arrival, after which no claims
will be recognised.
McGREGOR BROS. & GOW.
Hongkong, 12th November, 1900. [2871]

**FROM HAMBURG, BREMEN, ROTTER-
DAM, PENANG AND SINGAPORE.**
THE H. A. L. Steamship
"AMBRIA,"
Captain A. Wagner, having arrived from the
above ports. Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned, and to
take immediate delivery of their goods from
alongside.
Optional Cargo will be forwarded unless
notice to the contrary be given before 5 P.M.
TO-DAY, the 9th inst.
Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 16th instant will be
subject to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 16th instant, at 8 P.M.
No Fire Insurance has been effected.
SIEBSEN & CO.,
Agents.
Hongkong, 8th November, 1900. [2859]

UCCAN STEAMSHIP COMPANY.
CONSIGNEES per Company's Steamer
"ULYSSES,"
are hereby notified that the Cargo is being dis-
charged into Craft and/or landed at the Go-
dows of the Hongkong and Kowloon Wharf
and Godown Co., in both cases it will be at
Consignees' risk. The Cargo will be ready
for delivery from Craft or Godown on and
after the 8th instant.
Optional cargo will be landed unless notice
has been given prior to steamer's arrival.
Goods undelivered after the 15th instant will
be subject to rent. All damaged Goods must
be left in the Godowns, where they will be ex-
amined at 11 A.M. on the 15th instant.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th November, 1900. [2845]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship
"SOBRON,"
FROM LONDON, PORT SAID, SUEZ,
COLOMBO AND STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their goods
are being landed and placed at their risk in
the Hongkong and Kowloon Wharf and Go-
down Company's Godowns at Kowloon, where
each consignment will be sorted out Mark by
Mark and delivery can be obtained as soon as
the goods are landed.
This vessel brings on Cargo—
From London, ex. s.s. India.
From Australia, ex. s.s. Hinchinbro.
Optional goods will be landed here unless
instructions are given to the contrary before
9 A.M. on the 12th instant.
Goods not cleared by the 18th instant, at
4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after
which no claims will be recognised.
A. M. MARSHALL,
Acting Superintendant.
Hongkong, 1st November, 1900. [1]

APIOL & STEEL
"FOR LADIES"
A Remedy for all Irregularities.
Prepared by: Walter Apple, Farmington, N. H., U.S.A.
A. E. WATSON & CO., LTD., HONGKONG.
From
MARTIN, Chemist, SOUTHAMPTON, ENGLAND.
[1810]

WO FAT & CO.
SHIP CHANDLERS, SAIL MAKERS,
GENERAL STOREKEEPERS.
No. 11, LEE TUEE STREET, EAST.
Hongkong, 25th July, 1900. [2074]

Sore Throat
CONDY'S FLUID
The only remedy for Sore Throat, Hoarseness, and all other throat affections. It is the only remedy that cures the disease in a few minutes. It is the only remedy that is safe for the most delicate. It is the only remedy that is pleasant to the taste. It is the only remedy that is effective in all cases. It is the only remedy that is sold everywhere. It is the only remedy that is recommended by all the best authorities. It is the only remedy that is the only remedy.

POT VIKING NAVY CUT
IN YOUR PIPE
Smoke it.
Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND.
W. BREWER & CO., AGENTS, HONGKONG. [2053-1]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	COROMANDAL	Brit. str.	—	F. W. Vibert, B.N.E.	P. & O. S. N. Co.	On 24th inst., at Noon.
LONDON VIA SUEZ CANAL	AXA	Brit. str.	—	Batt	BUTTERFIELD & SWIRE	On 27th inst.
LONDON VIA SUEZ CANAL	ANTHONY	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 11th Dec.
LONDON	CANTON	Brit. str.	—	C.F. Lockstone, B.N.E.	P. & O. S. N. Co.	On or about 29th inst.
LIVERPOOL DIRECT	TANTALUS	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On 20th inst.
LIVERPOOL DIRECT	PEYREBART	Brit. str.	—	Thilman	BUTTERFIELD & SWIRE	On 1st Dec.
BREMEN, VIA PORTS OF CALL	HAHARA MARU	Jap. str.	—	P. Grosch	MELCHERS & CO.	On 28th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, V. S. POSE, &c.	TOKIN	Fren. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
MARSEILLES, LONDON & ANTWERP, V. S. POSE, &c.	AWA MARU	Jap. str.	—	Vaglier	MESSAGERIES MARITIMES	On 19th inst., at 1 P.M.
HAVER, BREMEN & HAMBURG V. COLOMBO	SUEVIA	Ger. str.	—	N. Trenat	NIPPON YUSEN KAISHA	On 30th inst., at Daylight.
HAVER & HAMBURG	AMBRIA	Ger. str.	—	Forck	CARLOWITZ & CO.	On 19th inst.
HAVER & HAMBURG	ARAGONIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 6th Dec.
HAVER & HAMBURG	WITTENBERG	Ger. str.	—	Jansen	CARLOWITZ & CO.	On or about 20th Dec.
NEW YORK VIA SUEZ CANAL	SAMBIA	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 30th Dec.
NEW YORK VIA SUEZ CANAL	HILLGLEN	Brit. str.	—	Schmidt	CARLOWITZ & CO.	On or about 8th Jan.
NEW YORK VIA SUEZ CANAL	DEVONSHIRE	Brit. str.	—	—	DODWELL & CO., LIMITED	On or about 20th inst.
NEW YORK VIA SUEZ CANAL	VERONA	Brit. str.	—	—	SHAW, WATSON & CO.	On or about 20th Dec.
NEW YORK	VERONAR	Brit. str.	—	—	McGregor Bros. & Co.	On or about 28th Dec.
NEW YORK	EMERALD OF INDIA	Brit. ship	—	F. Gedy	McGREGOR BROS. & CO.	On 25th inst.
VANCOUVER, VIA SHANGHAI & CANTON	TACOMA	Brit. str.	—	O. P. Marshall, B.N.E.	CANADIAN PACIFIC R. Co.	Quick despatch.
VICTORIA, B.C., & TACOMA VIA SHANGHAI & CANTON	RIOTUN MARU	Jap. str.	—	A. Dixon	DODWELL & CO., LIMITED	On 21st inst.
PORTLAND, OREGON VIA JAPAN	MILOS	Ger. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 26th inst.
SAN FRANCISCO VIA AMOY, &c.	CORTIS	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst., at 4 P.M.
SAN FRANCISCO VIA AMOY, &c.	AMERICA MARU	Jap. str.	—	—	T. M. STEVENS & CO.	On or about 27th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Amr. str.	—	—	O. & S. S. Co.	On 17th inst., at Noon.
SAN DIEGO, &c. VIA MOJI, &c.	CARLEIGH CITY	Brit. str.	—	—	TOYO KISEN KAISHA	On 24th inst., at Noon.
AUSTRALIAN PORTS	EASTERN	Brit. str.	—	—	PACIFIC MAIL S. S. Co.	On 4th Dec., at Noon.
YOKOHAMA, VIA NAGASAKI, COLOMBO, &c.	KASUGA MARU	Jap. str.	—	Ellis	BUTTERFIELD & SWIRE	On 10th Dec.
YOKOHAMA & KOBE	SILSIA	Ital. str.	—	E. W. Haswell	GIBB, LIVINGSTON & CO.	To-day, at 4 P.M.
YOKOHAMA & KOBE	JAPAN	Brit. str.	—	F. Caglietto	NIPPON YUSEN KAISHA	On 23rd inst., at 4 P.M.
NAGASAKI, KOBE & YOKOHAMA	CELESTIA	Amr. str.	—	G. K. Wright	SANDER, WIELER & CO.	On or about 30th inst.
NAGASAKI, KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	F. Mosen	U. & O. S. N. Co.	On 21st inst., at Daylight.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—	G. E. Anderson	NIPPON YUSEN KAISHA	On 23rd inst., at Daylight.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KONIG ALBERT	Ger. str.	—	G. E. P. Cook	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LOONGMOON	Ger. str.	—	O. Cippers	MELCHERS & CO.	To-day, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ERNEST SIMONS	Fren. str.	—	F. W. Schulz	MESSAGERIES MARITIMES	To-morrow, at 4 P.M.
SWATOW, AMOY & TAIWANFOO	CLYDE	Brit. str.	—	Durrando	P. & O. S. N. Co.	On or about 19th inst.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	A. L. Valentini	U. & O. S. N. Co.	On or about 19th inst.
FOOCHOW VIA SWATOW & AMOY	TAMRUI MARU	Jap. str.	—	S. Atsumi	MIYOSHI BUSAN KAISHA	On 28th inst., at Daylight.
MANILA	AKASHI MARU	Jap. str.	—	K. Hasegawa	MIYOSHI BUSAN KAISHA	On 18th inst., at Daylight.
MANILA, ILOILO & CEBU	KASUGA MARU	Jap. str.	—	K. Suzuki	MIYOSHI BUSAN KAISHA	On 21st inst.
SINGAPORE, PENANG & CALCUTTA	KAIPOING	Brit. str.	—	E. W. Almond	SHAW, WATSON & CO.	To-morrow, at Noon.
	LIGHTNING	Brit. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 19th inst., at 4 P.M.
				Fennel & Co.	BUTTERFIELD & SWIRE	On 24th inst.
				J. G. Spence	DAVID SASSOON, SONS & CO.	To-morrow, at 3 P.M.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND-SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
TACOMA	2811	A. Dixon	November 26
BRANWEN	3501	W. Watt	December 6
GOODWIN	4421	A. Jackson	December 12
DUKE OF FIFE	3821	J. S. Cox	December 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £52.

Excellent accommodation. First class Table. Door and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YETI, LOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA AND TACOMA, £35.

The best route to the KODAKKE GOLD FIELDS. Frequent sailings from VICTORIA and Tacoma to DYRA and St. Michael.

Rates of Passage to other Ports on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 5th November, 1900.

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CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY. Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

“EMPERESS OF INDIA” Comdr. O. P. Marshall, B.N.E. WEDNESDAY, 21st Nov., 1900. “EMPERESS OF JAPAN” Comdr. H. Pybus, B.N.E. WEDNESDAY, 19th Dec., 1900. “EMPERESS OF CHINA” Comdr. R. Archibald, B.N.E. WEDNESDAY, 16th Jan., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Peltier Street.

Hongkong, 25th October, 1900.

[9]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHE LLOYD. HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	WEDNESDAY	SAILING DATES
STUTTGART	28th November	
KONIG ALBERT	12th December	
PRINZ HEINRICH	26th December	
PRINZESSIN ALICE	9th January 1901	
PREUSSEN	23rd January 1901	
HAMBURG (Hamburg-Amerika Linie)	6th February 1901	
SACHSEN	20th February 1901	
KIAUTSCHOU (Hamburg-Amerika Linie)	6th March 1901	

ON WEDNESDAY, the 28th day of November, 1900, at Noon, the Steamship “STUTTGART” of the Norddeutscher Lloyd, Captain P. Grosch, with MALES, PASSENGERS SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA. Shipping Orders will be granted till Noon on MONDAY, the 26th November; Cargo and Space will be received on Board until 5 P.M. on TUESDAY, the 27th November, and Passengers will be received at the Agency's Office until Noon on TUESDAY, the 27th November. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Lines can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOHRS & CO., AGENTS.

Hongkong, 15th November, 1900.

[8]

OCEAN STEAMSHIP COMPANY. NATAL LINE OF STEAMERS.

FOR LONDON (VIA SUEZ CANAL). THE Company's Steamship.

“ANTENOR” Captain Jackson, will be despatched as above on TUESDAY, the 11th December.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th November, 1900.

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL SETAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
HAKATA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 16th Nov., at DAYLIGHT.
HITACHI MARU	KOBE and YOKOHAMA	FRIDAY, 23rd Nov., at DAYLIGHT.
KASUGA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 23rd Nov., at 4 P.M.
RIOTUN MARU	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	SATURDAY, 24th Nov., at 4 P.M.
SHINANO MARU	NAGASAKI, KOBE and YOKOHAMA	MONDAY, 26th Nov., at Noon.
AWA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 30th Nov., at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

Hongkong, 30th October, 1900.

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	CLYDE	About 23rd Nov.	Freight or Passage.
LONDON, &c.	COROMANDEL	Noon, 24th Nov.	See Special Advertisement.
LONDON	CANTON	About 20th Nov.	Freight or Passage.
YOKOHAMA VIA NAGASAKI & KOBE	C.F. Lockstone, B.N.E.	About 30th Nov.	(Passing through the Inland Sea). Freight or Passage.

PASSENGER SEASON, 1901. s.s. PLASSY ... 7,240 tons ... March 30th; MARSEILLES AND LONDON Direct. s.s. SOBRON ... 7,382 tons ... April 27th ... Without Transhipment.

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 5th November, 1900.

[1]

HAMBURG-AMERIKA LINE NORDDEUTSCHER LLOYD

(FREIGHT SERVICE). (FREIGHT SERVICE). Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SUEVIA	HAVRE, BREMEN, HAMBURG (via COLOMBO)	On 19th November
AMBRIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 6th December
ARAGONIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 20th December
WITTENBERG	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 30th December
SAMBIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 8th January

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 11th October, 1900.

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SHIPPING.

ARRIVALS.

Nov. 13, HINSHANG, British str., 2,415 P. M. B. Lake, Java 2nd November, Sugar, JARDINE, MATHISON & Co.
Nov. 13, KONIG ALBERT, German str., 10,045. O. Cippers, Bremen 2nd October and Singapore 9th Nov., Mails and General—MELCHERS & Co.
Nov. 13, HAKATA MARU, Japanese str., 3,816. D. L. Sommer, Moji (Japan) 9th Nov., General—NIPPON YUSEN KAISHA.
Nov. 13, VONTE, British str., 1,473, Carter, Shanghai 10th November, Bullard—A. R. MARTY.
Nov. 14, HOHAO, French str., 909, Merlees, Pakhoi and Hollow 13th Nov., General—A. R. MARTY.
Nov. 14, HANG, French str., 754, Pannier, Huphong 12th Nov., H. A. E. MARTY.
Nov. 14, HUB, French steamer, 704, Godman, Huphong, Pakhoi, Hoihow and Kwong-chet van 13th Nov., General—A. R. MARTY.
Nov. 14, SARINE RICKMERS, British str., 690, Nelsbet, Canton 14th Nov., General—A. R. MARTY.
Nov. 14, UZDAUTEL, British str., from Practice.

CLEARANCES.

At the HARBOR MASTER'S OFFICE. 14th NOVEMBER. Ulysses, British str., for Shanghai. Pelago, British str., for Swatow. Thales, British str., for Hoihow. Chruschan, British str., for Hongay. Hailton, British str., for Swatow. Chingta, British str., for Yokohama. Volte, British str., for Palanbay.
DEPARTURES. Nov. 14, AMBRIA, German str., for Yokohama. Nov. 14, HABA, German str., for Teingtau. Nov. 14, ANPING MARU, Jap. str., for Swatow. Nov. 14, BAYERN, German str., for Europe. Nov. 14, GLENFARG, British str., for Kinohow. Nov. 14, AGAMENON, British str., for London. Nov. 14, KAGOSHIMA MARU, Japanese str., for Bombay.
Nov. 14, DAYBREAK, British str., for Canton. Nov. 14, HINSHU, British str., for Shanghai.

VESSELS IN DOCK.

ACERDEN DOCKS.—Moliaw. KOWLOON DOCKS.—Don Juan de Austria, Chingta, H.M.S. Janus, Menelans, Tartar, Chruschan, J. Diederichsen, Yonsang, Forest Dale.
COSMOPOLITAN DOCK.—Ceptic.

SHIPPING REPORT.

The British steamer *Alingay*, from Java 2nd inst., had fine and clear weather with heavy thunderstorm in Malacca Straits; from thence to Caba fine weather, with heavy swell from N.W.; from thence to port strong monsoon and high seas with overcast and squally weather.

VESSELS ON THE BERTH.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

“HILLGLEN” will be despatched for the above port on or about the 20th November, 1900.

For Freight, apply to DODWELL & CO., LD., Agents.

Hongkong, 25th October, 1900.

[2410]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

“GISELA,” Captain F. Mosca, will leave for the above places on WEDNESDAY, the 21st inst., at DAYLIGHT.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents.

Hongkong, 13th November, 1900.

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THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

“AKASHI MARU,” Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 21st inst.

For Freight or Passage, apply to THE MITSUI BUSAN KAISHA, Agents.

Hongkong, 8th November, 1900.

[2524]

VESSELS ON THE BERTH.

IMPERIAL GERMAN MAIL LINE.

STEAMER FOR SHANGHAI NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

“KONIG ALBERT” of the Norddeutscher Lloyd.

Captain O. Cippers will leave for the above places TO-DAY (THURSDAY), the 15th instant, at 12 o'clock Noon.

NORDDEUTSCHER LLOYD. MELCHERS & CO., Agents.

Hongkong, 15th November, 1900.

[8]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

“EASTERN,” Captain Ellis, will be despatched for the above ports TO-DAY, the 15th November, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 20th October, 1900.

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VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 17, at NOON.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 11, at NOON.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Jan. 5, at NOON.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON SATURDAY, the 17th November, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 24th October, 1900.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 24, 1900, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 18, 1900, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Jan. 12, 1901, at NOON.

THE Twin-Screw Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON SATURDAY, the 24th November, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

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Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 1st November, 1900.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

SINGAPORE, BATAVIA, COLOMBO, SINGAPORE, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLE, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 19th November, 1900, at 1 P.M., the Company's Steamship "TOKIN," Captain Vagner, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES, via route of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 18th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 6th November, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

(Taking Cargo at London Rates.)

THE Company's Steamship

"TANTALUS," Captain Gregory, will be despatched as above on TUESDAY, the 20th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th November, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, ILOILO AND CEBU.

THE Company's Steamship

"KAIFONG," Captain Pomeroy, will be despatched as above on SATURDAY, the 24th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th November, 1900.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 4, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Dec. 27, at NOON.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Jan. 22, 1901, at NOON.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU ON TUESDAY, the 4th December, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 9th November, 1900.

THE 3 L L BRITISH BARK

"R. NORROW," Shorly expected from MANILA, will load here for the above port and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & CO., Agents.

Hongkong, 13th November, 1900.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"COROMANDEL," Captain F. W. Vibert, R.N., carrying Her Majesty's Mail, will be despatched from this port for Bombay on SATURDAY, the 24th November, at NOON, taking passengers and cargo for the above ports.

Silk and Valuable all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 12th November, 1900.

GLEN LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENHARRY," Captain F. Gedye, will be despatched for the above port on the 25th November, 1900.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 26th October, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AJAX," Captain Batt, will be despatched as above on TUESDAY, the 27th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th October, 1900.

LOADING ON THE BERTH.

FOR PORTLAND, OREGON VIA JAPAN.

Booking Cargo for Overland Ports.

THE First Class Twin Screw Steamer,

"MILOS," will be despatched on or about 27th instant.

For Freight, apply to T. M. STEVENS & CO., Agents.

Hongkong, 7th November, 1900.

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU," Captain S. Asumi, will be despatched for the above ports on WEDNESDAY, the 28th inst., at 10 A.M.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th November, 1900.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN & CO. HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"VERONA," Captain Hansen, will be despatched for the above port on or about 28th December.

For Freight apply to CARLOWITZ & CO., Agents.

Hongkong, 8th November, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" On 10th Dec. 3,002 Tons

S.S. "KVAEREN" On 12th Dec. 2,463 Tons

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO AND SAN FRANCISCO VIA MOI, KOBE, YOKOHAMA AND HONOLULU, on MONDAY, the 10th December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 15th November, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

(Taking Cargo at London Rates.)

THE Company's Steamship

"PYREHUS," Captain Tilletson, will be despatched as above on SATURDAY, the 1st December.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th November, 1900.

VESSELS ON THE BERTH

SHEWAN TOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE" will be despatched for the above port on or about the 20th December, 1900.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 9th November, 1900.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour.

STATE OF MAINE, American ship, Colcord—Standard Oil Co.

HONGKONG STEAMERS.

Babelberg, German str., 1,338, Ruckham, Nov. 11, East Asiatic Trading Co.

Chingta, British str., 2,360, Williams, Oct. 17, Butterfield & Swire.

Chwanan, British str., 1,382, Messer, Nov. 3, Bradley & Co.

Chuan, British steamer, 2,311, Evans, Nov. 6, Arnold, Kurburg & Co.

Coptic, British steamer, 2,744, Rinder, Nov. 7, O. & S. S. Co.

Decima, German str., 794, Christiansen, Nov. 6, Chinese.

Eastern, British steamer, 3,500, Ellis, Nov. 11, Gibb, Livingston & Co.

Elita Nossack, German str., 1,400, Brahm, Nov. 13, Order.

Empress of India, British str., 3,003, Marshall, Oct. 30, C. P. R. Co.

Forest Dale, Brit. str., 2,215, Cripsey, Nov. 11, Brandao & Co.

Haitan, British steamer, 1,138, Roach, Nov. 13, Hakata Maru, Jap. str., 3,816, Pioneer, Nov. 13, Nippon Yusen Kaisha.

Holios, French steamer, 749, Pannier, Nov. 14, A. R. Marty.

Holios, Norwegian str., 832, Eitrem, Nov. 11, E. A. Trading Co.

Hinsang, British str., 2,415, Lake, Nov. 13, Jardine, Matheson & Co.

Hoihaio, French str., 509, Merles, Nov. 14, A. R. Marty.

Hue, French steamer, 704, Godinas, Nov. 14, A. R. Marty.

Jacob Dorschner, Ger. str., 623, Riecke, Nov. 8, Jelsch & Co.

Kirkfield, British str., 2,239, Watson, Nov. 7, Dowell & Co. Limited.

Kong Albert, Ger. str., 6,500, Cuppers, Nov. 13, Melchers & Co.

Lightning, British str., 2,122, Spence, Nov. 11, D. Sassoon, Sons & Co.

Monclaus, British str., 3,006, Towell, Oct. 30, Butterfield & Swire.

Moumar, British str., 1,286, Almond, Nov. 11, Shewan, Tomes & Co.

Mongkut, German str., 859, Muller, Nov. 7, Butterfield & Swire.

Peiyang, German str., 897, Kohler, Nov. 11, Siemens & Co.

Pelago, British steamer, 1,100, Binns, Nov. 13, G. McElin.

Phanrang, German str., 1,021, Calder, Nov. 9, Melchers & Co.

Sabine Dickmers, British str., 600, Naslet, Nov. 9, Arnold, Kurburg & Co.

St. Bede, British str., 2,237, McPherson, Nov. 8, Order.

Sandaken, German str., 1,374, Muhle, Nov. 10, Melchers & Co.

Siam, British steamer, 992, Stovell, Nov. 13, Bradley & Co.

Talor, German steamer, 828, Calender, Nov. 6, Meyer & Co.

Tartar, British steamer, 2,768, Bowles, Oct. 28, C. P. R. Co.

Thales, British str., 820, Rolson, Nov. 12, Douglas Lauprak & Co.

Tryn, Norwegian str., 710, Dahl, Nov. 3, East Asiatic Trading Co.

Ulysses, British str., 2,281, Edmundson, Nov. 7, Butterfield & Swire.

Voluta, British steamer, 1,473, Carter, Nov. 14, Arnold, Kurburg & Co.

Yuenang, British str., 1,128, Rolfe, Nov. 10, Jardine, Matheson & Co.

SAILING VESSELS.

Benjamin Sevall, American ship, 1,345, Sewall, Sept. 23, Order.

Bhtem, British str., 390, Ashin, Aug. 28, Siemens & Co.

Dumblare, Italian bark, 721, Trepiani, Oct. 20, Order.

Dundee, British ship, 1,998, Hemming, Oct. 14, Standard Oil Co.

Mary L. Cushing, Amr. ship, 1,575, Pondleton, Oct. 7, Standard Oil Co.

President, British bark, 750, Manro, Aug. 24, Siemens & Co.

Puckard, American bark, 2,000, Allen, Oct. 6, Order.

Siero Miranda, British ship, 1,741, McMaster, Oct. 30, Order.

State of Maine, Amr. ship, 1,440, Colcord, Oct. 5, Standard Oil Co.

Valo of Dund, British bark, 663, Peterkin, Oct. 30, Sander, Wistler & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alcorty, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Craddock, at Shanghai.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. H. Johnston Stewart, at Taku.

Arethusa, cruiser, 4,300 tons, 10 guns, 5,600 h.p., Captain J. Starlin, at Shanghai.

Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Hongkong.

Astron, cruiser, 4,300 tons, 10 guns, 9,000 h.p., Capt. Alfred W. Paget, at Hongkong.

Avron, cruiser, 5,000 tons, 12 guns, 8,500 h.p., Capt. E. H. Boyd, at Weihaiwei.

Barclay, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warrander, at Taku.

Bonaventura, cruiser, 4,300 tons, 15 guns, 9,000 h.p., Capt. J. C. Sawle, at Shanghai.

Brix, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. R. Wrey, Bart., at Singapore.

Britomart, gunboat, 710 tons, 6 guns, 1,500 h.p., Lieut.-Comdr. Philip Walter, at Canton.

Centurion, flagship, 10,500 tons, 14 guns, 13,000 h.p., Capt. J. R. Jellicoe, at Wootton.

Daphne, sloop, 1,140 tons, 8 guns, 2,900 h.p., Comdr. C. Williamson-Ingman, Shanghai.

Dido, cruiser, 2nd class, 5,000 tons, 11 guns, 9,000 h.p., Capt. P. E. Wilson, at Shanghai.

Entomion, cruiser, 7,250 tons, 12 guns, 10,000 h.p., Capt. G. A. Callaghan, at Taku.

Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut. and Comdr. C. Chadwick, at Hankow.

Esne, torpedo-boat destroyer, 360 tons, 6 guns, 670 h.p., Lieut. and Comdr. Roger Keyes, at Shanghai.

Firebrand, gunboat, 455 tons, 3 guns, 300 h.p., in reserve at Hongkong.

Goliath, battleship, 12,500 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Shanghai.

VESSELS ON THE BERTH

HARRIS, TORPEDO-BOAT DESTROYER, 260 TONS, 6 GUNS, 4,000 H.P., LIEUT. AND COMDR. G. H. HOLDEN, AT HONGKONG.

Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. J. G. Armstrong, at Shanghai.

Hermione, cruiser, 4,380 tons, 10 guns, 9,000 h.p., Capt. R. S. D. Cumming, at Shanghai.

Humber, storeship, 1,640 tons, Comdr. H. J. Davidson, at Hongkong.

Iris, cruiser, 2nd class, 5,650 tons, 11 guns, 9,000 h.p., Capt. G. M. Henderson, at Amoy.

Janus, torpedo-boat destroyer, Lieut. and Comdr. R. G. Corbett, at Hongkong.

Linnet, gun-vessel, 755 tons, 6 guns, 870 h.p., Comdr. Wm. W. Smythe, at Shanghai.

Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Hongkong.

Marathon, cruiser, 2,950 tons, 6 guns, Capt. John G. M. Field, at Bombay.

Mohawk, cruiser, 1,770 tons, 6 guns, 3,500 h.p., Capt. F. W. Freeman, at Foochow.

Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, at Taku.

Otter, torpedo-boat destroyer, Lieut. and Comdr. H. D. Wilkin, D.S.O., at Hongkong.

Peacock, gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. P. R. Cooda, at Weihaiwei.

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. H. G. Fyner, at Taku.

Pigmy, gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. J. E. Green, at Wootton.

Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Shanghai.

Plover, gunboat, 455 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. Cowper, at Shanghai.

Protector, gunboat, 1,000 tons, Captain W. E. Crosswell, C.M.G., at Hongkong.

Redpole, gunboat, 855 tons, 6 guns, 720 h.p., Lieut.-Comdr. Chas. F. Corbett, Shanghai.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Geoffrey G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Shanghai.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Carr, West River.

Saipa, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Oldham, at Taku.

Swift, gun-vessel, 755 tons, 6 guns, 870 h.p., in reserve, at Hongkong.

Tamar, receiving ship, 4,600 tons, 6 guns, Comdr. Francis Powell, C.B., at Hongkong.

Terrible, 1st class cruiser, 14,200 tons, 30 guns, Capt. Percy M. Scott, C.B., at Weihaiwei.

Tweed, gunboat, 992 tons, 3 guns, 200 h.p., in reserve, at Hongkong.

Undaunted, armoured cruiser, 5,600 tons, 15 guns, 6,500 h.p., Capt. A. C. Clarke, at Hongkong.

Wallaroo, cruiser, 2,400 tons, 8 guns, Capt. Noel, at Shanghai.

Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut.-Comdr. Hay, at Hongkong.

Whiting, torpedo-boat destroyer, 340 tons, 6 guns, 5,900 h.p., Lieut. and Comdr. Mackenzie, Shanghai.

Wivern, coast defence ship, armoured, 2,750 tons, 4 guns, 1,000 h.p., at Hongkong.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. and Comdr. H. W. R. Watson, on Yangtze.

Woodruff, gunboat, 158 tons, 3 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, at Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Adams, Portuguese cruiser, Capt. Antonio J. D. Oliveira, at Hongkong.

Admiral Korniloff, Russian protected cruiser, 36 guns, 9,000 h.p., Capt. Jakovlev, at Taku.

Admiral Nakhimov, Russian cruiser, 9,000, Capt. Vitvolsky, at Tientsin.

Albatross, American gunboat, Ensign D. W. Knox, at Zambouanga.

Albatross, Russian gunboat, 8 guns, 1,200 h.p., Capt. Elkski, at Vladivostok.

Alouette, French cruiser, 300, Lieut. Aoun, at Shanghai.

Asperu, Austrian cruiser, Capt. Wm. Weber, at Shanghai.

Aspie, French gunboat, 6 guns, 453 h.p., Capt. Journe, at Saigon.

Baltimore, American protected cruiser, 10 guns, 4,413 h.p., Capt. J. M. Forsyth, at Singapore.

Basco, American gunboat, Naval Cadet J. W. Greenlake, at Manila.

Bennington, American gunboat, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Manila.

Behre, Russian gunboat, 8 guns, 1,150 h.p., Capt. Dolvolovsky, at Taku.

Brandenburg, German battleship, 10,100 tons, 40 guns, Capt. Rosendahl, at Wootton.

Brooklyn, American (flagship) armoured cruiser, Captain C. M. Thomas, at Taku.

Brutus, American collier, Lieut.-Comdr. C. J. Bush, at Guam.

Buffalo, American cruiser, Capt. C. T. Hutchins, at Taku.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Swatow.

Columbus, American gunboat, Ensign A. H. McCarthy, at Manila.

Callao, American gunboat, 1 gun, 55 h.p., Lieut. G. B. Bradshaw, at Manila.

Castine, American gunboat, 8 guns, 2,199 h.p., Comdr. C. G. Bowman, at Amoy.

Celtic, American supply ship, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Sydney.

Chasceloup, French cruiser, 3,800 tons, Capt. De Epping St. Luc, at Foochow.

Comete, French gunboat, Capt. Louet, at Kwong-chow-wan.

Concord, American gunboat, 6 guns, 3,405 h.p., Comdr. H. G. O. Colby, at Manila.

Culgoa, American supply ship, Lieut.-Comdr. H. C. Gearing, at Sydney.

Decades, French gunboat, Capt. Leanny, at Amoy.

D'Entrecasteaux, French flagship, 14 guns, 13,500 h.p., Capt. De Marolles, at Taku.

Descartes, French cruiser, Captain Philibert, at Saigon.

Dimitri Donsky, Russian armoured cruiser, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.

Don Juan de Austria, American gunboat, Com. T. C. McLean, at Hongkong.

Eclairer, French gunboat, 8 guns, 2,050 h.p., Capt. Farier, at Taku.

Elia, Italian cruiser, 18 guns, Capt. Cecconi, at Taku.

Fieramosca, Italian cruiser, Capt. Carlo Negri, at Shanghai.

Friant, French cruiser, 3,738 tons, Capt. Adam, at Shanghai.

Furst Bismarck, German flagship, Vice-Admiral Bendemann, 11,000 tons, 36 guns, Capt. Graf Moltke, at Taku.

Gaidamak, Russian torpedo-boat, 18 guns, 3,500 h.p., Capt. Serbrenniff, at Taku.

Gardouff, American gunboat, Ensign G. Chase, at Manila.

Gedon, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Bollmann

POST OFFICE NOTICES.

CHRISTMAS MAIL.—Letters, etc., for the United Kingdom posted on the 24th instant per British Packet *Coromandel* are due in London on the 24th December next.

The attention of the Public is drawn to the following regulations as to the manner of packing Christmas Cards. The packets must be open at the ends and the contents visible, or easily to be rendered visible. Packets which are sealed or forwarded in closed covers with the corners cut off or rendered visible are returned to the senders. Packets may be tied with string to protect the contents, but in such a way that the string can be easily untied.

NEW YEAR PARCELS.—Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 23rd November, are due in London about the 30th December. Senders of Parcels are requested to post them a few days in advance.

The *America* Mail, with the American Mail dated San Francisco 17th October, left Shanghai on Monday, the 12th inst., 9 a.m., and may be expected here to-day.

The *Express* Steamers, with the French Mail of the 19th October, left Singapore on Tuesday, the 13th inst., at 8 a.m., and may be expected here on or about Tuesday, the 23rd instant. This Packet brings replies to letters despatched from Hongkong on 15th September.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Yokohama and Kobe	Chingtu	Thursday, 15th, 9.00 A.M.
Shanghai, Nagasaki, Kobe and Yokohama	Kong Albert	Thursday, 15th, 11.00 A.M.
Post Durin, Thursday Island, Cocktown, Townsville, Brisbane, Sydney and Melbourne	Eastern	Thursday, 15th, 3.00 P.M.
Singapore, Penang and Bombay	Hakata Maru	Thursday, 15th, 5.00 P.M.
Holbow and Pakhoi	Hakata Maru	Friday, 16th, 11.00 A.M.
Manila	Hakata Maru	Friday, 16th, 2.00 P.M.
Singapore, Penang and Calcutta	Hakata Maru	Friday, 16th, 3.00 P.M.
Shanghai	Hakata Maru	Friday, 16th, 4.00 P.M.
Vladivostok	Hakata Maru	Saturday, 17th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO.

(Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents.)

EUROPE, &c., India via Taticorin.

(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER, B.C.

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Manila, Iloilo and Cebu.

EUROPE, &c., India via Taticorin.

(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

Kobe, Yokohama, San Diego & San Francisco

TO-MORROW.

Meeting of the Porters' Lodge of Hongkong, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

WEDNESDAY, 14th November.

ON LONDON.	Telegraphic Transfer	2/11	The N. P. steamer <i>Glenlogie</i> sailed for Tacoma for Japan and Hongkong on the 3 rd ult.
	Bank Bills, on demand	2/11	
	Bank Bills, at 30 days sight	2/11	The N. P. steamer <i>Queen Adelaide</i> sailed for Tacoma for Japan and Hongkong on the 3 rd inst.
	Bank Bills, at 2 months sight	2/11	
	Credits, at 4 months sight	2/11	
	Documentary Bills, at 4 months sight	2/11	
ON PARIS.	Bank Bills, on demand	2.63 1/2	
	Credits, at 4 months sight	2.69	
ON GERMANY.	On demand	2.14 1/2	
ON NEW YORK.	Bank Bills, on demand	50 1/2	
	Credits, 60 days sight	52	
ON BOMBAY.	Telegraphic Transfer	157	
	Bank, on demand	157 1/2	
ON CALCUTTA.	Telegraphic Transfer	157	
	Bank, on demand	157 1/2	
ON SHANGHAI.	Bank, at sight	71 1/2	
	Private, 30 days sight	72 1/2	
ON YOKOHAMA.	On demand	2 p.c. dis.	
ON MANILA.	On demand	1 p.c. pm.	
ON SINGAPORE.	On demand	1 p.c. pm.	
ON BATAVIA.	On demand	125 1/2	
ON HAIKONG.	On demand	2 p.c. pm.	
ON SAIGON.	On demand	1 p.c. pm.	
ON BANGKOK.	On demand	60	
	SOVEREIGNS, Bank's Buying Rate	9.50	
	GOLD LEAF, 100 fine, per tael	50.25	
	RAW SILVER, per oz	29 1/2	

PASSENGERS.

ABBEYED.

Per *Hinsang*, from Java, Mr. Stratton.

Per *H kuta Maru*, from Moji, Mr. and Mrs. J. A. Brown, Mr. McCaffry, Miss and Mrs. Brown, Miss E. Griffin, Mrs. Jordan and the children and Mr. Wallace.

Per *Konig Albert*, from Bremen, for Shanghai, Messrs. Kosloff and Bremser; for Sheng hai, Mr. Friedrich Mayr, for Kobe, Miss Brandelius, Mr. Genotaka Mayesono, Mrs. H. Trotzig and child; for Yokohama, Mr. B. Trotzig and child; from Antwerp, for Shanghai, 1. Antoinette Dadeya, Messrs. Jean Ded and Gergette Dedeys, M. Dondlet, Mr. and Mrs. Roy and children, Miss Emma Van steyn; for Kobe, Mrs. C. Bruhn; for Yokohama, Mr. T. Makino; from Southampton, for Hongkong, Mr. J. C. Gorard, Miss A. Humphreys, Ritchie and child; for Shanghai, Mrs. Geo. Clarke, Mrs. and Miss Corrie, Percy Creighton, Mrs. Elliot, Mrs. Collins, Mrs. Grant and children, Mr. J. T. Lennie, Mrs. Matthews, Mrs. Moutrie and child, Mr. Mrs. Ralph Nicholson, Mr. T. MacNadder, G. Owen, Mr. and Mrs. F. E. Richards, Mr. Ross and J. Smith, Miss O. D. Smith, Mr. Mrs. J. Stewart and child, Mr. and Mrs. Terrey and child and Mr. Tulloch; for Nagasaki, Miss Norton; for Kobe, Miss Blakeray, Fagill, Miss Mackie, Mrs. Kosk, Mrs. J. Smith and child; for Yokohama, Mrs. Blundell and child, Mr. and Mrs. J. R. Pe-

OPIUM.

Quotations are:—	Allow 10c net to 1 catty.
Malwa New	\$780 to \$790 per picul.
Malwa Old	\$810 to \$820 "
Malwa Old	\$830 to \$840 "
P. P. per-wrapped	\$850 to \$860 "
Persian fine quality	\$870 to \$880 "
Persian extra fine	\$890 to \$900 "
Patna New	\$915 to \$925 per chest.
Patna Old	\$945 to \$955 "
Benares New	\$945 to \$955 "
Benares Old	\$945 to \$955 "

VESSELS EXPECTED.

THE AMERICAN MAIL.

The T. K. K. steamer *America* Maru, with mails, &c., left Shanghai for this port on Monday, the 12th inst., at 8 p.m.

The P. M. steamer *City of Peking*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai on the 23rd inst.

The O. & O. steamer *Gaucha*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai on the 3rd inst.

THE INDIAN MAIL.

The M. M. steamer *Ernest Simons*, with the next French mail left Singapore on Tuesday morning, the 12th inst., for this port via Saigon.

THE CANADIAN MAIL.

The C. P. E. steamer *Empress of Japan* left Vancouver on the 10th inst., 10 p.m., for Hongkong via the usual ports of call.

KEBANTAN STEAMERS.

The E. & O. steamer *Manzan* left Singapore for this port on the 10th inst., at 8 a.m.

The Austrian Lloyd's steamer *Sisteria* left Meji for this port on the 10th inst.

The N. Y. K. steamer *Manzan* (American Line) left Kobe via Meji for this port on the 10th inst., and is expected to arrive here on the 15th inst.

The C. M. steamer *Yangtze* from Glasgow and Liverpool left Singapore for this port on Monday morning, the 12th inst., and may be expected here on or about the 17th inst.

JOINT STOCK SHARES.

Hongkong, 14th November.

Stocks.	No. of Shares.	Value.	Price.	Last Dividend.	Closing Quotations.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. at 1/11/11—	\$125 p. c. pr.—\$164.
Bank of China & Japan, Ltd.	100,875	28	28	None	28 1/2.
Do. Deferred	1,250	21	21	2/8 for 1899	\$25, buyers
National Bank of China, Ltd.	10,070 A	210	210	2/8 for 1899	\$25, buyers
Do. Foundry Shares	22,045 B	210	210	2/8 for 1899	\$25, buyers
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$250	\$250	40 p. c. for 1899	\$25, sellers
China Traders Ins. Co., Ltd.	24,000	\$83.33	\$83.33	10 p. c. for 1899	\$84, buyers
North China Ins. Co., Ltd.	5,000	\$100	\$100	10 p. c. for 1899	\$100, buyers
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$100	10 p. c. for 1899	\$100, buyers
Canton Ins. Office, Ltd.	10,000	\$250	\$250	10 p. c. for 1899	\$25, buyers
Maritime Insurance Co., Ltd.	30,000	\$100	\$100	10 p. c. for 1899	\$100, buyers
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250	27 for 1899	\$25, sales & sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	26 for 1899	\$75, buyers
SHIPPING.					
Hongkong, Canton and Amoy S. S. Co., Ltd.	60,000	\$15	\$15	\$1.20 for half year ended 30/6/1900	\$32, sellers
Indo-China S. S. Co., Ltd.	60,000	\$10	\$10	6 p. c. for 1899	\$64, buyers
China & Manila S. S. Co., Ltd.	6,000	\$50	\$50	20 per cent. for 1899	\$27, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 per cent. for year ending 30/6/1900	\$41, buyers
China Mutual S. S. Co., Ltd.	20,000	\$10	\$10	Int. of 8 per cent on a/c. of 1899	\$40, buyers
Do. Ordinary	20,000	\$10	\$10	Int. of 8 per cent on a/c. of 1899	\$41, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	\$1.05—12 p. c. for year ended 30/6/1900	\$18, buyers
Small Transport & Trading Co., Limited	2,000,000	\$1	\$1	Int. of 5 p. c. on account of 1900	\$4, sellers
REFINERIES.					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	Int. of 2 1/2 per share on a/c. of 1899	\$118, buyers
Luzon Sugar Refg. Co., Ltd.	7,000	\$100	\$100	\$3 for 1899	\$95, buyers
MINING.					
Panjo Mining Co., Ltd.	60,000	\$8	\$8	None	\$2.50, sellers
Do. Preference	30,000	\$1	\$1	None	75 cents.
Société Fran. des Charbonnages du Tonkin	16,000	Fr. 250	Fr. 250	None	\$250.
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	8 cents, sellers
Johanna Mining and Trading Company, Ltd.	45,000	\$5	\$5	6 p. c. half year ended 30/6/1900	\$7 1/2.
Raub Australian Gold Mining Co., Limited	200,000	\$1	\$1	10 p. c. for 1899	\$50, buyers
Oliver's Freehold Mines, Limited	15,000	\$5	\$5	None	\$2 1/2, sellers
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$4	\$4	First year	71 cents, sales
Do. Preference	70,000	\$1	\$1	First year	40 cents.
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	Sp. c. of 12 p. c. for 1899	\$45 per c. pr.—\$806.25
Hongkong and Whampoa Dock Co., Limited	30,000	\$50	\$50	Int. of 5 p. c. on account of 1900	\$54, buyers
Wharf and G. Co., Ltd.	2,000	\$100	\$100	Int. of 1 1/2 p. c. on account of 1900	\$61, buyers
Wanchai Warehouse and Storage Co., Ltd.	6,000	\$93	\$93	22 per cent. for 1899	\$204.
LANDS, HOUSES, &c.					
Hongkong Land Investment Agency Co., Ltd.	60,000	\$100	\$100	Int. of 3 p. c. on account 1900	\$192.
Kowloon Land & B. Co.	6,000	\$50	\$50	\$14 for 1899	\$25, buyers
West Point Building Company, Limited	12,500	\$50	\$50	Int. of 15 p. c. on acct. 1900	\$50 1/2, sales & sellers
Hongkong Hotel Company, Limited	12,500	\$50	\$50	10 p. c. for half year ended 30/6/1900	\$118, sales & sellers
Oriental Hotel Co., Ltd.	7,000	\$50	\$50	First year	58, buyers
Humphreys Est. & Fin. Co.	100,000	\$10	\$10	5 p. c. for 1899	\$117 1/2, sales & sellers
COTTON MILLS.					
Ewo Cotton Spinning and Weaving Co., Ltd.	17,500	Tls100	Tls100	3 p. c. for period ending 31/10/1900	Tls. 32 1/2, sales
International Cotton Co., Ltd.	10,000	Tls100	Tls100	3 p. c. on account '99	Tls. 43
Loan-Kung-mow Cotton Co., Ltd.	8,000	Tls100	Tls100	4 p. c. on account '99	Tls. 40
Soy Chee Cotton Spinning Co., Ltd.	2,000	Tls500	Tls500	4 p. c. for period ending 31/12/1900	Tls. 375
Yahloong Cotton Spin. Co., Ltd.	7,500	Tls100	Tls100	None	Tls. 40
West & Dye Co., Ltd.	12,000	\$100	\$100	None	88, sales & sellers
MISCELLANEOUS.					
Green Island Cement Co., Ltd.	60,000	\$10	\$10	10 p. c. for 1900	\$18 1/2, sales & sellers
China Cement Co., Ltd.	7,500	\$20	\$20	Final 6 p. c. for 1899	\$19, sellers
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	Int. of 10 p. c. for 1899	\$11, buyers
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	7 cents per share.	\$118, buyers
Hongkong and China Gas Company, Limited	7,000	\$10	\$10	9 p. c. for 1899	\$170, sellers
Hongkong Gas Co., Ltd.	10,000	\$50	\$50	10 p. c. for 1899	\$175, sales
Go. Farwick & Co., Ltd.	6,000	\$25	\$25	Int. of 2 p. c. on acct. 1900	\$173, buyers
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	Int. of 2 p. c. for year ended 30/6/1900	\$173, buyers
Hongkong High-Level Tramways Co., Ltd.	1,250	\$100	\$100	6 p. c. for 1899	\$81, sellers
Dairy Farm Co., Ltd.	10,000	\$71	\$71	10 p. c. for 1899	\$81, sellers
Carmichael & Co., Ltd.	4,000	\$50	\$50	10 p. c. for 1899	\$50.
Sh. & China Battery Co., Ltd.	1,200	\$100	\$100	12 p. c. for 1899	\$30.
Campani, Moore & Co., Ltd.	1,000	\$10	\$10	7 p. c. for 1899	\$3, sellers
Hell's Asbestos & Agry., Ltd.	10,000	\$1	\$1	Int. of 10 p. c. for 1899	\$0.75, sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	Int. of 10 p. c. for 1899	\$10, sales & buyers
Tobacco Planting Co., Ltd.	20,000	\$20	\$20	Int. of 10 p. c. for 1899	\$2, buyers
China Planting Loan & Mortgage Co., Ltd.	50,000	\$20	\$20	Int. of 10 p. c. for 1899	\$2, buyers
Watkins, Limited	10,000	\$10	\$10	Int. of 10 p. c. for 1899	\$2, buyers
Universal Trading Co.	50,000	\$20	\$20	Int. of 10 p. c. for 1899	\$2, buyers
GRAN COMPANIES.					
Albany, Limited	200	\$500	\$500	25 p. c. for 1899	\$1,500, buyers
La Commercial, Limited	200	\$500	\$500	Int. of 10 p. c. for 1899	\$1,500
Hensiana, Limited	750	\$100	\$100	First year	\$129
La Favorita, Limited	100	\$500	\$500	First year	\$25, sellers

CARMICHAEL & BARLOW.

CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS.

QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships, Launches, and light-draft vessels a specialty. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale.

Telegrams: "CELESTE," Hongkong.

Telephone: 232.

Hongkong, 1st June, 1899.

H. J. CARMICHAEL.

H. J. BARLOW.

BOMBAY-BURMA TRADING CORPORATION, LIMITED.

BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS AND SCANTLINGS, PLANED, TONGUED, AND GROOVED. BOARDS FOR FLOORING, CEILING, WALLING, &c. TEAK SHINGLES FOR ROOFING. PINKADOE RAILWAY SLEEPERS for all GAUGES.

Bates Supplied and Orders Booked by JARDINE, MATHESON & CO. Hongkong, 3rd May, 1895.

[2787]

NOTICE OF REMOVAL.

THE Office of the HONGKONG DAILY PRESS, CHUNG-NGOI SAN PO, CHRONICLE & DIRECTORY have this day been removed to CENTRAL, 14, DES VOGES ROAD, recently Messrs. ESTABLISHMENT, East Lane, recently Messrs. WENDT & CO. Office, behind Messrs. SHAW & TOMES & CO. premises.

Hongkong 1st May, 1900.

[2788]

[2789]

[2790]

[2791]

[2792]

[2793]

[2794]

[2795]

[2796]

THE WEATHER.

HONGKONG, 14th November.

CHINA COAST METEOROLOGICAL REGISTER.

REGISTERED BY THE HONGKONG OBSERVATORY.

STATION.

Vladivostok

Tokyo

Kobe

Nagasaki

Kagoshima

Yokohama

Taipei

Tientsin

Peking

Shanghai

Amoy

Swatow

Canton

Hongkong

Victoria Peak

Macao

Hainan

Hankow

Tientsin

Peking

Shanghai

Amoy

Swatow

Canton

Hongkong

Victoria Peak

Macao

Hainan

Hankow

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Victoria Peak

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Hankow

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Shanghai

Amoy

Swatow

Canton

Hongkong

Victoria Peak

Macao

Hainan

Hankow

Tientsin

Peking

Shanghai

Amoy

Swatow

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